MILKMAID RICH THICK CREAM

SIMPLY PURE CREAM.

The China Mail.

ESTABLISHED 1845

AGENTS.

In lieu fee the "China Mail" and "Overland China Mail" may be made to our Agents at the following ports:—

Canton, Parnell & Co.
Foochow, Bruckner & Co.
Shanghai, Kelly & Walsh Ltd.
Yokohama, Kelly & Walsh Ltd.
Manila, A.S. Watson & Co. Ltd.

No 15,924. 第一千九百二十四年五月十九號 HONGKONG, TUESDAY, MAY 19, 1914 星期二號三月廿六日 PRICE $3.00 Per Month.

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House of Lords and House of Commons.

A. S. WATSON & Co., Ld

WINE & SPIRIT MERCHANTS

ALEXANDRA BUILDINGS, Hongkong.

UMEMOTO.

PROFESSIONAL TATTOOER.

Orders attended to at the residence of Customers, if desired.

Finest work done by hand only.

No. 12, Queen's Road East,
Hongkong, Oct. 2, 1913. 1190

ACTION AGAINST CARUSO.

Alleged Breach of Promise.

NEW YORK, April 23.

Mr. Enrico Caruso was served recently in New York with papers notifying him of a suit for breach of promise to marry, brought by Miss Mildred Meffert, a beautiful young lady resident in this city.

Miss Meffert demands £20,000 damages, and declares in her complaint against the famous singer that he proposed marriage to her on April 3, 1909, and that the defendant announced the engagement to his friends here and abroad. Miss Meffert alleges that Mr. Caruso regularly corresponded with her, "writing in most endearing terms," and that in June 1910, at defendant's request, she met Mr. Caruso in Paris, and together, she alleges, they visited Italy and England. Defendant frequently informed his friends and associates abroad, Miss Meffert alleges, that she was his intended bride, and that he would marry her on his return to America in November, 1910.

Subsequently defendant, it is alleged, postponed the date of the marriage until November, 1911, by which time defendant, it is asserted, declared that he would marry plaintiff and "settle down to married life."

Mr. Caruso's attorneys announced that there was no cause for action against their client, who was under no legal or moral obligation whatsoever to Miss Meffert.

ELECTRICITY SCHEME FOR LONDON.

The creation of one vast undertaking to deal with the supply of London's electricity is the chief feature of the report prepared by Messrs. Merz and McLellan, the well-known consulting engineers, for the special committee appointed by the London County Council to consider the question of the electricity supply. The report points out that in the Greater London area there are at present no fewer than 70 companies and generating stations and 49 systems of generation. The desirability of the unification of control is insisted on, and the engineers, after setting out the advantages and disadvantages of private and municipal ownership, put forward a scheme for municipal control combined with private operation. If this method were adopted the County Council would own and control the system and supply the bulk of the capital necessary to construct the new works, while the operating body—the amalgamated companies—would guarantee the interest on the capital, and work the undertaking on behalf of the controlling authority. This would bring London into line with Paris, Berlin, and Chicago and other United States cities. It is further proposed that nearly all the 70 existing generating stations should be closed down, and all the necessary electrical energy produced in stations outside the central area, down the river. The economic advantages of this concentration of production would be very considerable. If the Council should adopt the scheme of their advisers a private Bill would be needed to secure the necessary powers. A sum of thirty millions is involved in the scheme.

Mr. Obata (ex-Japanese Consul-General at Tientsin) is to be nominated Japanese Consul-General at Mukden as successor to Mr. Ochiai, who will probably be raised to the rank of a minister.

FOR A LAME BACK

WHEN you have pains or lameness in the back bathe the parts with Chamberlain's Pain Balm, twice a day, massaging with the palm of the hand for fifteen minutes at each application. Then dampen a piece of flannel slightly with the Pain Balm and bind it on firm, the heat of the body will cause the liniment to penetrate the muscles and relieve the pain. Obtainable from all dealers.

BUSINESS NOTICES.

MILKMAID
RICH THICK CREAM

(which can be whipped but cannot be beaten)

It is

SIMPLY
PURE
CREAM

Packed in Three sizes of tins,
11½ oz., 5½ oz., 4 oz., *nett weight*

Obtainable from

MESSRS. LANE, AWFORCRD & Co. | MESSRS. THE SINCERE Co.
MESSRS. H. RUTTONJEE & SON. | MESSRS. THE FRENCH STORE.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG
TUESDAY, 19th MAY.	
8 A.M. 'HONAM.'	8 A.M. 'HEUNGSHAN.'
10 P.M. 'FATSHAN.'	5 P.M. 'KINSHAN.'
WEDNESDAY, 20th MAY.	
8 A.M. 'HEUNGSHAN.'	8 A.M. 'HONAM.'
10 P.M. 'KINSHAN.'	5 P.M. 'FATSHAN.'

Single Fare by Night Steamer	$ 6.00
Return Fare by Night (available also for Return by day Steamer)	10.00
Single Fare by Day Steamer	4.00
Return Fare by Day Steamer	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night Steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' | S.S. 'TAISHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 24TH MAY.

The Company's Steamship "HEUNGSHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'SUI-AN.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 588 Tons, and S.S. 'NANNING,' 569 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and 'SANUI.' These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the:—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor).
Opposite the Blake Pier.

SINGON & CO.

ESTABLISHED A.D. 1820.

IRON STEEL METAL and HARD WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 and 37, Hing Lung Street, (2nd Street, west of Queen's Road.) Telephone No. 215.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suite of Apartments with Private Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading and Writing Rooms.
Under Personal Management of
C. E. COWIN, Proprietor.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787'×88'×34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50 Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS. MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. Reid, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

J. S. BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—'TAIKOODOCK.' TELEPHONE No. 215.

784

GEORG STEIGER.

GERMAN SAUSAGE FACTORY
(Deutsche Wurstfabrik.

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can be obtained already sliced by ¼ and ½ lb. etc.
Beef and Pork sausages made fresh every morning.
Special arrangements will be made with Hotels, Canteens, Boarding-houses, Ships, Picnic parties, etc.

JUST ARRIVED

Per S.S. ALDENHAM,

1st Grade Australian Butter: Government guarantee.

Absolutely the Best Imported: only 75 cents per lbs.

THE
ALEXANDRA CAFE CO.,

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.
J. H. TAGGART, *Manager.*
196

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.
(Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine. Lounge, Smoking and Ladies' Rooms. Roof Garden.

Terms:—From $5 per day Max. Telegraph Add.: 'Peaceful.'
P. O. PEUSTER.
Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.
CUISINE UNDER EUROPEAN SUPERVISION.
ELECTRIC LIGHT & FANS THROUGHOUT.
F. REICHMANN, *Proprietor.*

BUSINESS NOTICES

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. nett.
In Bags of 225 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS
A
Speciality.

NOTE ADDRESS
ICE HOUSE HONGKONG.

WEISMANN'S
FOR BREAD
WEISMANN'S
FOR CAKES.
WEISMANN'S
FOR CHOCOLATES

Hongkong, Nov. 15, 1913.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

Cadbury

"BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever."
Medical Magazine, March, 1912

The Mark of Purity.

CADBURY'S
CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1913.

CALDBECK MACGREGOR & Co.

ESTABLISHED 1864

SOLE AGENTS FOR

FALCON PILSENER
BEER

Per dozen quarts $3.48
Per dozen pints $2.24
DUTY FREE

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES, SILVER CUPS, TEA SETS, CIGARETTE CASES, etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 17, 18 and 19, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager.*

Hongkong, August 12, 1908. 178

THE KWONG HIP LUNG CO., LTD.

NOW RECONSTRUCTED.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard, Shum-Sui-Po, Kowloon, Hongkong. Telephone No. K.V.
Estimates furnished on application.

WONG PING WA, *Manager.*

Hongkong, April 1, 1913

THE HONGKONG ROPE MANUFACTURING Co., Ld.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
½" to 15" CIRCUMFERENCE.	5" to 15 CIRCUMFERENCE.	3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., *General Managers.*

Hongkong, April 11, 1912. 501

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for

FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST **FIREBRICKS** GARDE

FIRECLAY,

STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., *Agents.*

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS BANKERS, etc.

Head Office to the Far East 15, DES VOEUX ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, YOOKONG ROAD. YOKOHAMA, 38, WATER STREET.
MANILA—MANILA HOTEL. P. O. BOX 786.

TICKETS are issued to EUROPE by the principal STEAMSHIP LINES *via* TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at moderate rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONEYS purchased.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASHIMA, OCHI, MUTAURA, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

AGENTS for SAKITO, & OYUBARI COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—
Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Hakodate, Kobe, Osaka, Kure, Tokyo, Yokohama, Nagoya, Tsuruga, Shanghai, Hongkong, Hankow, Peking.

TEL. ADDRESSES for above: 'IWASAKI.'
Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.
MANILA: Messrs Macondray & Co.
SINGAPORE: Messrs Borneo Co. Ltd.
GLASGOW: Messrs A. R. Brown, McFarlane & Co., Ltd.

For particulars, apply to
K. KATO,
Manager,
No. 2, PEDDER STREET,
HONGKONG.

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PEAK TRAMWAYS COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, on WEDNESDAY, 27th May, 1914, at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 22rd inst to the 3 th inst both days inclusive.

J. HN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 18, 1914. 630

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the offices of Messrs. JARDINE MATHESON & Co., LTD. on THURSDAY, the 28TH MAY at 12 30 P.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts to 30th April, 1914.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 23rd to THURSDAY, 28th instant inclusive,

By Order of the Board of Directors,
W. S. BROWN,
Secretary.

Hongkong, May 16, 1914. 627

DAIRY FARM NEWS.

BUTTER. BUTTER.

WE HAVE RECEIVED A NEW SHIPMENT OF

DAISY BUTTER

Absolutely the best table butter in the Colony.

66

PATELL & CO.

Exporters & Importers

General Merchants and Commission Agents

HONGKONG, CANTON, SHANGHAI AND HANKOW

AMERICAN RAID ON VERA CRUZ.

"THE TOWN OCCUPIED.

First Bloodshed of War.

(From the "Daily Telegraph" of April 23.)

As was announced in the later editions of "The Daily Telegraph" yesterday, the American squadron, under Admiral Fletcher, landed a force of marines and blue-jackets on Tuesday at Vera Cruz, with the object of seizing the town. This aim was partially accomplished, but not until some sharp fighting had taken place, in which the invaders lost four men killed and twenty wounded. The Mexican casualities are put at about 150 to 200, which is probably an exaggeration.

Yesterday, after more marines and sailors had been landed from the Atlantic fleet, part of which had meanwhile arrived, the town was fully occupied. There was some more fighting, apparently of a desultory character, and the American ships shelled the city, which was partially wrecked.

The Mexican troops then retreated, and with them are said to have fled the civil authorities. The American commander has issued a proclamation calling on the inhabitants to assist in preserving order and to refrain from attacks on his forces.

Reports were current last night that Tampico had also been occupied, but this is denied from Washington. It is declared that, for the present, the United States Government will "sit tight" in Vera Cruz, hoping that this will bring Huerta to a sense of the situation.

That the provisional President does not mean to accept the position is shown clearly in a telegram from Mr. Luigi Barzini. He is calling out all able-bodied men, and evidently intends to resist to the uttermost. The attitude of the Carranza-Villa faction remains dubious, and it is reported that they will join Huerta in repelling the enemy. It is significant that there is talk in Washington of re-establishing the embargo on arms, the removal of which by President Wilson caused so much criticism a few weeks ago.

Diplomatic relations have not yet been severed, but this is no doubt merely a matter of time. There is some anxiety in Washington as to the position of Mr. O'Shaughnessy, the Charge d'Affaires at Mexico City, with whom communication is cut off. One of Mr. Hearst's papers even circulated a rumour yesterday to the effect that he has been murdered, but these journals are not distinguished by their veracity, and for the moment the report must be discredited.

It would seem that the question of the arms and ammunition aboard the German steamer Ypiranga, the approach of which is stated to have been the immediate cause of the seizure of Vera Cruz, has led to some friction. At all events, it is announced that after a meeting between Mr. Bryan and the German Ambassador the ship is to be allowed to return to Germany with her cargo. The American admiral has apologised for the earlier action which he had taken in respect to this vessel.

Continued Street Firing.

VERA CRUZ, April 22.

On Board U.S.S. Arkansas (by Wireless, via Galveston).

A number of vessels of the Atlantic Fleet arrived at Vera Cruz at 2.15 this morning, among them the Arkansas, from which I am despatching this message, and before dawn we had landed 2,000 men to reinforce the men who had been put ashore by Rear-Admiral Fletcher under the protection of the ships' guns.

Street firing has been incessant. Rear-Admiral Badger yesterday issued orders for the fleet to increase its speed to 17 knots, consequent on the receipt of a wireless message from Rear-Admiral Fletcher announcing that fighting had occurred, and that there had been casualties.

The sailors and marines who have gone ashore are all uniformed in khaki, and carry a full field equipment, with 100 rounds of ammunition per man and a sufficient allowance of rations.

When the fighting began, Rear-Admiral Sir Christopher Cradock, with Mr. Hutchinson, the British Consul, immediately rejoined the British cruiser Essex.

There are a few dead and dying lying in the streets this morning, and when the streets are safe these will be picked up, and the dead buried.

I have been personally inspecting the city, which presents a wrecked appearance, with its partly demolished buildings and smashed lamps and windows everywhere.

The majority of the British and American civilians are remaining in their houses, not wishing to leave.

The Michigan and Louisiana are expected hourly, and on their arrival will land marines. The American troops now ashore total 6,000.—"Central News."

Rapid Disembarkation.

On Board U.S.S. Arkansas (by wireless, via Galveston).

The disembarkation of the landing parties from the warships was rapidly accomplished, and provided a wonderful spectacle. It was a beautiful night, and no accident of any kind occurred.

Still more wonderful, however, was the way in which the fleet was brought to its anchorage. The Mexicans had extinguished the most important coast lights, but the fleet was safely navigated through the darkness, despite the presence of dangerous reefs.

The enemy kept up a sniping fire continuously. Five o'clock this morning saw 2,000 additional forces on shore, bringing the number landed up to between 3,000 and 4,000.

Rear-Admiral Fletcher and Rear-Admiral Badger had a conference before the work of disembarkation was commenced.

The American headquarters have been established at the Terminal Company's building, close to the Ward Line dock. The headquarters of the Red Cross are in an adjacent hotel, and at the terminal of the National Railroad.

(Continued on page 5.)

COUGHING INTO CONSUMPTION
Only a Cough? Lung Trouble Stop while it is ONLY a cough.
WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND
The ...

EYE TEST YOUR EYES

and fit proper lenses. If you do not see as you once did your eyes should have immediate attention.

CONSULT US

CLARK & Co.
YORK BLDGS, CHATER RD
HONGKONG.

Hongkong, Dec. 2, 1913. 1434

INTIMATIONS

LEE AND COMPANY.

THE Creditors of the abovenamed Firm are required on or before SATURDAY, the 23rd of May, 1914, to send their names and addresses and particulars of their debts or claims to the Undersigned, the Receiver and Manager of the said Firm.

J. HENNESSEY SETH,
Receiver and Manager.

Hongkong, May 12, 1914. 611

NOTICE.

NOTICE IS HEREBY GIVEN that the Agency of the Paraffine Paint Company, manufacturers of "MALTHOID" Roofing, Waterproofing Paints, Insulating Materials, &c. has from this date been transferred from Messrs. ARNHOLD KARBERG & Co. to Messrs. BRADLEY & Co., LTD.

Contracts will be undertaken by Messrs. BRADLEY & Co., LTD. for roofing, painting, and waterproofing work.

(Signed) H. W. HOBBS,
Representative of The Paraffine Paint Company.

Hongkong, May 16, 1914. 629

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans for pass the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of China Mail office or direct to 37, Hollywood Road, 1st floor.

Hongkong May 17, 1912.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 a.m. to 10.00 a.m.	Every 10 minutes
10.00 a.m. to 11.00 a.m.	Every 15 minutes
11.30 a.m. to 12.45 p.m.	Every 15 minutes
12.45 p.m. to 1.15 p.m.	Every 10 minutes
1.15 p.m. to 1.45 p.m.	Every 15 minutes
1.45 p.m. to 2.15 p.m.	Every 10 minutes
2.15 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 9.10 p.m.	Every 10 minutes

EVERY DAYS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	Every 15 minutes
10.30 a.m. to 11.00 a.m.	Every 10 minutes
11.45 a.m. to 12 Noon	Every 15 minutes
12.00 Noon to 1.00 p.m.	Every 10 minutes
1.00 p.m. to 5.00 p.m.	Every 15 minutes
5.00 p.m. to 6.00 p.m.	Every 10 minutes
6.00 p.m. to 7.00 p.m.	Every 15 minutes
7.00 p.m. to 8.10 p.m.	Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 12 minutes.

SPECIAL CARS by arrangement at the Company's Office, ARNHOLD KARBERG BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

If you happen to be sent for, you will be Courteously and Promptly served at the Same Only at The ALHAMBRA CAFE.

W. S. BAILEY & Co., Ltd.

Kowloon Bay

SHIPBUILDERS AND REPAIRERS.

FLOATING DOCK 500 FEET BY 100 FEET BY 30 FEET.

PATENT SLIPWAY 400 FEET BY 60 FEET.

Want Advertisements

PREPAID

$1 per inch ..... 3 insertions.
$3 " " ..... One week.

FOR SALE.

ABOUT 600 lbs. ENGLISH TYPE Clarendon and Nonpareil (Modern), complete fount, including Italic. In good condition. Send offers to "EPPO," Care of 'CHINA MAIL' Office, Hongkong, March 21, 1913. dtf

NEW DRESS MATERIALS AND SMART HATS FOR SUMMER WEAR. RAINCOATS, UMBRELLAS ALSO Ready Made Dresses.

BON TON.

CHEN KWONG & CO., LD

GENERAL IMPORT & EXPORT.

CANTON.

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Drapery, Groceries, Boot and Shoes.
Makers of Jewellery, Lacquered Crockery Ware.
Iron-mongery, Wine and Spirits.
Foreign Clothes for gentlemen made to order by our own tailors.
Large assortment of Chinese Silks and Foreign Goods of every description.
All goods sold at reasonable Prices.
The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET.

Tel. No. 1408 CANTON and Nos. 237, 239, Des Voeux Road and No. 130, Connaught Road Central, Tel. No. 311, Hongkong.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and

THE RAILWAY PASSENGERS ASSURANCE CO.

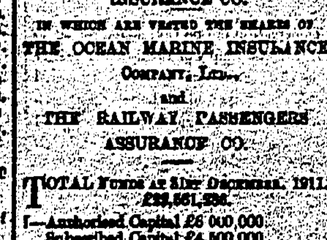
TOTAL FUNDS AT 31ST DECEMBER, 1911.—£22,561,286.

I.—Authorised Capital £6,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II.—Fire Funds 2,567,158
III.—Life & Annuity Funds 16,196,189
Sinking Fund Account 88,818
£21,561,285

Revenue Fire Branch 2,567,158
" Life and Annuity Branches 1,973,889
Revenue Marine Department 202,653
Other Receipts 437,193
£5,238,313

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are not liable to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.



BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds— Sterling £1,500,000@ 2/- = $15,000,000	
Silver 17,650,000	$32,650,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors.

Hon. Mr D. Landale—Chairman;
W. L. Pattenden, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.	F. Lieb, Esq.
G. T. M. Edkins, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	Hon. Mr E. Shellim.
P. H. Holyoak, Esq.	H. A. Siebs, Esq.
C. Landgraf, Esq.	Ad. Widmann, Esq.

Chief Manager:
Hongkong—N. J. STABB.

Acting Manager:
Shanghai—J. D. SMART.

London Bankers—London County and Westminster Bank, Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits :—

For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

A. G. STEPHEN,
Acting Chief Manager.

Hongkong, May 14, 1914.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, May 14, 1914. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Incorporated by Royal Charter 1853,
Head Office, London.

Paid-up Capital	£1,200,000
Reserve Fund	£1,800,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.

Hongkong, March 31, 1914.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed	1,125,000
Paid-up	562,500
Reserve Fund	465,000

BANKERS,
Bank of England.
London Joint Stock Bank, Limited.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, July 1, 1913. 833

THE YOKOHAMA SPECIE BANK, LTD.

Established 1880.

Authorised Capital	Yen 48,000,000.00
Paid-up Capital	30,000,000.00
Reserve Fund	18,900,000.00

Head Office—YOKOHAMA.

Branches and Agencies at

Antung-Hsien	Lyons
Bombay	Nagasaki
Calcutta	Newchwang
Changchun	New York
Dairen (Dalny)	Osaka
Fengtien (Mukden)	Pekin
Hankow	Ryojun (Port Arthur)
Honolulu	San Francisco
Harbin	Shanghai
Kobe	Tientsin
Liao-yang	Tokyo
London	Tokio
Los Angeles	Tsingtau

[illegible] allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

[illegible]
Manager.

Hongkong, April [illegible], 1914.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

OUT

	Night Express								
Kowloon	12.45	6.50	7.42	9.40	11.35	1.00	3.00	5.15	8.00
Hung Hom	—	6.54	—	9.44	11.39	2.04	—	—	—
Yau Ma Ti	—	6.59	—	9.50	11.36	2.09	—	5.22	8.07
Sha Tin	—	7.10	—	10.08	11.48	2.19	—	5.33	—
Tai Po	1.15	7.23	—	10.19	12.02	2.33	—	5.46	8.31
Tai Po Market	—	7.27	—	10.24	12.08	2.37	—	5.50	—
Fan Ling	—	7.36	—	10.34	12.19	2.46	—	5.58	—
Sheung Shui	—	7.39	—	10.37	12.22	2.50	—	6.01	—
Shum Chun	1.40	7.44	8.27	11.00	12.27	2.54	3.45	6.06	8.50
Canton	5.00	—	11.30	5.00	—	—	6.45	—	—

Golf Train—Sundays Only.

Kowloon 8.45 Tai Po 9.16 Sheung Shui 9.27

IN

								Night Express
Canton	—	7.00	—	8.30	—	3.05	—	6.15
Shum Chun	8.05	10.09	11.35	2.55	4.30	6.13	6.30	9.35
Sheung Shui	8.12	—	11.41	3.01	4.36	—	6.37	—
Fan Ling	8.16	—	11.44	3.05	4.40	—	6.30	—
Tai Po Market	8.26	—	11.55	3.16	4.51	—	—	—
Tai Po	8.32	—	12.01	3.26	4.57	—	6.41	—
Sha Tin	8.44	—	12.14	3.38	5.10	—	—	—
Yau Ma Ti	8.56	—	12.27	3.49	5.23	—	—	—
Hung Hom	9.02	—	12.31	3.53	5.27	—	—	—
Kowloon	9.05	10.43	12.34	3.56	5.30	6.54	7.06	10.35

* Will call at Sheung Shui on notice being given to Station Master, Kowloon.

Sha Tau Kok Branch.

OUT

Fan Ling	Dep.	6.05	8.20	12.30	3.20
Sha Tau Kok	Arr.	7.00	9.15	1.25	4.15

IN

Sha Tau Kok	Dep.	7.10	9.25	1.45	5.15
Fan Ling	Arr.	8.10	10.25	2.45	6.15

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.

Authorised Capital	f. 60,000,000=(£ 5,000,000.-)
Paid-up Capital	f. 50,000,000=(£ 4,166,000.-)
Reserve Fund	f. 8,252,168,=(£ 687,680.-)

HEAD OFFICE—Amsterdam.
Branches at
The Hague Rotterdam
HEAD AGENCY—Batavia.
Branches at

Bandjermasin,	Pontianak,
Bandoeng,	Rangoon,
Cheribon	Samarang,
Djember,	Shanghai,
Djokjakarta,	Singapore,
Kota Radja,	Soerabaia,
Makassar,	Soerakarta (Solo)
Medan,	Tandjong-Balei,
Padang,	Tebing Tinggi (Deli),
Palembang,	Tegal,
Pekalongan,	Telok Betong,
Penang,	Tjilatjap,
	Weltevreden.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

London Bankers:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per Annum on balances.

Fixed Deposits	12 months 4	per Annum
Do.	6 months 3½%	Do.
Do.	3 months 3%	Do.

B. G. J. WIJNBERG,
Acting Agent.

Hongkong, May 14, 1914.

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.
London Office: 36, Bishopsgate, E.C.

BRANCHES:

Bombay.	Kobe.
Calcutta.	Manila.
Canton	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

Capital and Reserve ......G $7,200,000
Equal... £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4% per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED & COLLECTED

MAILS and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEO. HOGG,
Manager.

No. 9, Queen's Road Central,
Hongkong, October 21, 1913

THE 'CHINA MAIL'

Can be obtained at the following places in Hongkong:—

The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kiosk, Blake Pier.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
[illegible] (Astor House Hotel).
Ah Chee (Queen's Road).
Wo Cheong (D'Aguilar Street).
[illegible] (Kowloon).
Hung Cheong (Kowloon).

FULL DETAILS OF THE CAPTURE OF VERA CRUZ.

BOMBARDMENT OF THE CITY.

(*Continued from page 3.*)

Landing Operations.

Vera Cruz, April 28.

Rear-Admiral Fletcher's statement assuring the citizens that he and his force of bluejackets and marines intend to assist them in the restoration of civil government appears now on placards in the city as a proclamation. The Rear-Admiral added that the forces would hold the city, but that the Mexican officials were invited and urged to return to their posts. The proclamation concluded by stating that the only place which the Americans intended to occupy indefinitely and directly was the Customs House.

An American marine was killed during last night by a young bluejacket. The sailor was on sentry duty and became excited when he saw a figure move towards him out of the darkness. He forgot his instructions to challenge three times, and fired immediately, the marine falling dead.

Major Butler, of the Marine Corps, was despatched on outpost duty, with a detachment of marines, to a position a few miles beyond the western limits of the city, on the railroad. They took a light fieldpiece with them. The city was prepared throughout the night for an attack by the Mexicans.

A QUIET NIGHT.

Captain Rush, acting under the orders of Rear-Admiral Fletcher, continued in immediate command of the garrison. No indication of the proximity of the enemy was given, however, during the night. Within the city the American officers and men waited in instant readiness for any attempt by the Mexican troops to make an attack, but, with the exception of the tramping of the detachments of sailors and marines, there was scarcely a sound in the city, though occasionally a sniping shot was heard.

Rear-Admiral Badger to-day sent the Esperanza with about 400 refugees to Galveston, where they will be landed. The Esperanza will then return for more. Rear-Admiral Badger will charter the steamer Mexico City and send her to Tampico to transport other refugees to Galveston. The collier Cyclops will also be employed to carry refugees from Tampico. The Admiral says it is his intention to send ships to Tuxpan to take refugees. He estimated that the number of American refugees to arrive at Galveston will aggregate 2,000.

When Rear-Admiral Fletcher directed the battalions of bluejackets and marines who were landed from Rear-Admiral Badger's ship yesterday morning to take the entire town, they acted only after fifteen shells from the Prairie's 3in guns had been thrown as a warning into the steel framework of the new market, which faces the market-place. A persistent but scattered fire came from rifles in the market during all the early hours of the morning.

RUSH OF BLUEJACKETS.

Rear-Admiral Badger's men landed to the whining accompaniment of rifle bullets over their heads. When the rush started, Rear-Admiral Badger's bluejackets, clad in orange-coloured clothing, made for them on the trip down by dyeing their white uniforms with iron-rust, moved in close column formation up the water-front, past the market, across the front of the Naval College, a long, three-storey structure built of adobe and stone. The column moved steadily forward until the first company passed beyond the college, the remainder covering the whole front close across the wall. Suddenly the spatter of rifle firing broke out, the flashes from the rifles being plainly visible in the upper windows of the college and along the roof.

The bluejackets stood their ground pluckily. Some huddled close against the wall to avoid the rain of steel-jacketed bullets from above. Some dashed across the small open space directly in front of the building. [illegible] dropped to their faces and lifted their rifles [illegible] in order to get the range of the [illegible] above. Finally, the American [illegible] [illegible] their men [illegible] forward [illegible] until they were in the shelter [illegible] the buildings. The [illegible] [illegible] [illegible]

her 6in shells tearing great gaps in the roof of the college.

Far to the right in the harbour the mineship San Francisco opened with her 6in guns. Taking the front of the college, she shot out window by window, planting shells with the precision of target practice. After fifteen minutes' firing the Prairie and the San Francisco ceased, and the column of bluejackets reformed, deploying around the front of the college. A few shots were directed at them, but none came from the college. The Chester continued hurling shells at any building where snipers lurked. The bluejackets went steadily ahead, without faltering, spreading through the water-front sections, seizing the highest buildings, and organising squads of guards at places where streets crossed. The fire along the front gradually slackened and then died out.

CORPSES IN THE STREETS.

The blood-despattered sidewalks, broken windows, and bullet-scarred walls gave the Plaza a gruesome aspect. In the streets lay over twenty bodies, the majority attired in citizens' clothing. Some had evidently been dead since the engagement on Tuesday. The tropical heat made their immediate disposal imperative, and one of the first orders given after the town was captured was to bury the Mexican dead in a trench at the sea end of one of the streets leading from the Plaza.

When the city was taken, the order was given to advance carefully and search every building for men bearing arms. Scores of prisoners were taken, most of them protesting volubly and hysterically that they were not guilty of any unfriendliness toward the Americans.

Accustomed as Mexicans are to their own contending forces shooting immediately all prisoners taken, the captured men could not but believe that they would receive no less drastic treatment at the hands of the Americans. All guns found in the houses were thrown by the marines and bluejackets from the upper balconies of the houses to the pavement below.—"Reuter's" Special Service."

SHANGHAI HOTEL BAR WRECKED.

Mr. M. F. Perkins, Deputy Consul-General acting judicially, says the "N.-C. Daily News," on the 11 inst., was occupied for some time in the U.S. Consular Court on Saturday in hearing charges against five sailors of the crew of the U.S.S. Galveston, who were alleged to have taken part in a disturbance at the Concordia Hotel. They were also charged with having assaulted police constables Ramsley and Borter.

Inspector Bourke appeared for the police, and outlined the case for the prosecution, which was that when the constables, who were off duty and in plain clothes, entered the Concordia bar, they were set upon by some American sailors in the bar and badly assaulted. (One of the constables appeared in Court with his head covered in bandages.) After the assault, the sailors began to [illegible] up the bar, breaking up chairs and practically wrecking the place. Det. Sgt. Kilph went round with a naval patrol on the following day, and [illegible] identify [illegible] some of the men [illegible]

The case was adjourned for ten days.

THE OPIUM TRADE.

The annual meeting of the Society for the Suppression of the Opium Trade was held on [illegible] at Caxton Hall, Westminster, the President, Sir Matthew Dodsworth, in the chair. The [illegible] fourth annual report stated that the Indian and Imperial Governments had [illegible] [illegible] [illegible]

HONGKONG [illegible] MARKET PRICES.

[illegible]

Meat.

Beef Sirloin [illegible]—Ngau Lau Po	lb	15
„ Corned [illegible]	„	20
„ Roast [illegible]	„	15
„ Breast [illegible]	„	15
„ Soup,—Ngau Yuk	„	10
„ Steak,—Ngau Yuk Pa	„	18
„ [illegible]—Ngau Lau	„	35
„ Sausages,—[illegible]	„	30
Bullock's Brains,—[illegible] Knew	per set	12
„ Tongue, fresh,—Ngau Li	each	50
„ „ [illegible]		
„ Head,—[illegible] Tau		$1.50
„ Heart,—Ngau Sum	„	14
„ Hump, Salt—Ngau Kin Salt	„	25
„ „	„	8
„ Feet,—Ngau Kark	set	12
„ Kidneys,—Ngau Yiu	„	19
„ Tail—Ngau Mei	„	22
„ Liver,—Ngau Koo	„	14
„ Tripe (uncleaned)—Ngau To	„	7
Calves' Head & Feet—Ngau-chai-tau-kark	set	35
Mutton Chop,—Yeung Pai Kwat	lb	25
„ Leg,—Yeung Pai	„	25
„ Shoulder,—Yeung Shan	„	24
Pigs' Chitlings—Chu Chong	„	37
„ Brains—Chu Knew	per set	2
„ Feet,—Chu Kark	lb	12
„ Chu Chak	„	3
„ Head,—Chu Tau	„	18
„ Heart,—Chu Sum	„	10
„ Kidneys,—Chu Yiu	„	8
„ Liver,—Chu Con	„	24
Pork, Chop,—Chu Pai Kwat	„	23
„ Leg,—Chu Pai	„	27
„ Fat or Lard,—Chu Yau		
„ Chu Trap Pig's Fry		
Sheeps' Head and Feet,—Yeung Tau Kark	set	70
„ Heart,—Yeung Sum	each	7
„ Kidneys,—Yeung Yiu	„	
„ Liver,—Yeung Con		25
Sucking Pigs, To [illegible]—Chu h		
Suet, Beef—Sang Ngau Yau	„	18
„ Mutton,—Sang Yeung Yau	„	24
Veal,—Ngau Chai Y	„	19
„ Sausages,—Ngau Chai Cheung	„	

Poultry.

		cts.
Chicken,—Kai Chai		32
Capons, Large, small,—Sin Kai		30
Ducks,—Ap	„	24
Doves,—Pan Kau	„	20
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton,—Kai	lb	35
„ Hainan,—Hoi Nam		
Geese,—Ngoi Kai	„	24
Geese, Wild S'hai,—Shang-hoi Yea Ngo	pair	—
Musk Deer,—Wong Kang	each	—
Hare, Shanghai,—Tu Chai		—
Partridge,—Che Khoo	„	—
Pheasant,—Shan Kai	pair	—
Pigeons, Canton,—Pak Kup	each	30
„ Hoihow,—Hoi How Pak Kup		25
Quail,—Um-Chun		22
Rice Birds,—Wo Fa Cheuk	doz.	—
Snipe,—Sa-Choy	each	—
Turkeys Cock—Phor Kai Kung	lb.	50
„ Hen.	„	45
Wild Ducks, S'hai,—Shang-hoi Sui Ap		—
Teal,—Sui Ap Chai,		—
Wild Ducks Canton—Sang Shing Sui Ap		—

Fish.

		cts.
Barbel,—Ka Yu		14
Bream,—[illegible] Yu		18
Canton Fresh Water Fish,—[illegible]		14
Carp,—Li Yu		26
Catfish,—Chik Yu	„	11
Codfish,—Kim Yu		26
Crabs,—H		26
Cuttle Fish,—Muk Yu	„	14
Dab,—Sa Mang Yu	„	11
Dace,—Wong Mei Lan		10
Dog Fish,—[illegible]	„	8
Eels, Conger,—Hoi Maan		16
„ Fresh water,—[illegible]		18
„ Yellow,—Wong Sin		23
[illegible]		[illegible]

Fruits.

Almonds,—Hang Kin	lb	30
Apples (California)—Kam San Ping K	„	18
„ (Chefoo)—Tin Chun Ping Kho		—
„ Small,—Hoi Tong		—
„ Custard,—Fan Lai Chi...	each	—
Bananas, Singapore, Canton,—Sze Sz Heung Chiu		
Bananas, (bridge), Macao,—San Heung Chiu	„	4
Chestnuts, Chinese,—F ong Lut	„	18
Carambola,—Yeung Too	„	—
Coconuts,—Yau Tsze	each	1
Lemons, China,—Ning Moong	doz.	8
„ America,—Kum San Ning Mong	„	6
Lichees Dried,—Lai Chi, small Stone	lb	30
„ Fresh		—
Limes, (Saigon)—Sai Kung Ning Moong	each	12
Mango, Manila,—Lui Sung Mong	„	12
Mangosteens,—San Chuk Tze	doz	—
Oranges, (Canton)—San-shing Tim Chang	lb	8
Oranges Sweet	„	18
Pears, (American),—Kam San Shoot Li	„	—
„ (Canton), Cooking,—Sa Lay	„	15
Peanuts,—Fa Sang	„	8
Persimmons Large,—Hung Chie		—
Pine-apples, 1st quality,—Poon Ti Paw Lo	each	12
„ 2nd „ —Chung-teng Paw Law	„	10
Plantain,—Tai Chen	lb	4
Plums,—Swatow, Hung Lai	„	6
Pumelo, Siam,—Chim Lo Yau	each	19
„ Shanghai,—Lo Kwat		—
Walnuts,—Hop Tuo	lb	15
„ Green,—Sang Hop Tuo		—
Water Melon,—Kom San Sai Kwa	each	—
„ (China) Sai Kwa		—
Grapes,—Sang Po Tai Tse		—

Vegetables &c.

Artichokes, Shanghai,—Sheung-hoi A Chi Cheuk	lb	8
Beans, (French), Macao,—Oh Moon Fin Tau	„	10
„ (French), Shanghai,—Sheung Hai Pin Tau		—
„ Sprouts,—Ah Cho	„	8
„ Long,—Tau Ko		—
Beet Root,—Hung Choi Tau	each	8
Brinjals, Green,—Ching Tuen	„	10
„ Red,—Hung Ker	„	8
Cabbage, Chinese, com.,—Kai Choy	„	10
Cabbage Red,—Hung Yea Choy	„	12
Cabbage, Shanghai,—Yeh Choi		—
Bamboo Shoots, bunch,—Kan Shun	lb	10
Cauliflower, Large size Tai Yeh Choi Fa	each	—
„ Medium size,—Cheung Yeh Choi Fa		—
„ Small size,—Sai Yeh Choi Fa		—
Carrots,—Kam Shun	lb	7
Celery, Chinese,—Tong Kan Choi	„	10
„ Ear tab,—Yeung „ „	„	5
Chillies Dried,—Gon Lat Chiu	„	20
„ Red,—Hung Far	„	15
„ Green,—Ching La Chiu		13
Curry Stuff, English,—Kar Lee Choi Lu		10
Cucumbers,—Ching Kwa		6
Bitter Squash,—Fu Kwa		10
Garlic,—Que Tau	„	—
Ginger, young,—Sui Tse Ke ung	„	8
„ old,—Lo Keung	„	10
Horse Radish, S'hai,—Lik K a	„	16
Indian Corn,—Suk Mai	each	6
Lettuce,—Yeung Sang Choi	„	1
Water Chestnuts,—Ma Tai	lb	6
„ Mandarin,—Kwai Lam Ma Tai	„	—
Mushrooms, Fresh,—Sang Cho Koo		30
Musk Melon, Amer.—Kam-san Hung [illegible]		—
Okroes		10
Onions, Bombay,—Yeung Chong Tau		6
„ Green,—Sang Chong		8
„ Shanghai,—Shang-hoi Chong Tau		—
Papaw, 1st qual.,—Tai Mui Sien Kun	each	—
„ 2nd „ Chun		—
Parsley,—Kun Cho		2
Green Peas,—Ching Tau		8
[illegible]		[illegible]

供貨

[illegible]

生口

[illegible]

海鮮

[illegible]

Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT, AND ADMIRALTY.

General Auctioneers AND Share, Coal and General Brokers.

PROPRIETORS

"TO-KWA-WAN" COAL STORAGE.

Codes used:
A.B.C. 4TH & 5TH EDITIONS.
A1. TELEGRAPHIC CODE.

Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

WEDNESDAY,

the 20th May, 1914, at 12 noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,—

The Steam Launch

"HANG LEE"

as she now lies at Causeway Bay.

Length	40 feet.
Beam	8ft. 6in.
Draft	5ft. 3in.
Speed	8½ miles per hour.

Built 1908.

Full particulars may be had from the undersigned.

Open for inspection from 18th inst. or by arrangement.

TERMS:—As usual.

HUGHES & HOUGH, *Auctioneers.*

Hongkong, May 9, 1914. 597

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY,

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A QUANTITY OF TEAKWOOD AND VALUABLE BLACKWOOD FURNITURE, &c., &c.

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No. of Sale. 1		ft.	ft.	ft.	ft.		$	$
Inland Lot No. 3974	Adjoining Inland Lot No. 1914, Kennedy Road.	85½	33	144½	142	11,900 about.	92	2380

626

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Hongkong, Feb. 3, 1913. 298

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AMERICAN RAID ON VERA CRUZ.

(Continued from page 2.)

The land forces are under the command of Captain Anderson.

Sniping is continuous, but this is the work of irregulars and civilians. General Maas evacuated the town yesterday.

The American troops are now engaged in a house-to-house search for combatants.

Most of the casualties in yesterday's fighting appear to have occurred in the public square adjacent to the Terminal Building.

The Mexicans have been sheltering in the tower of the police barracks, which has consequently been riddled with shells.

At noon to-day the city was apparently dead. The Mexican casulties this morning were small, probably between thirty and forty.

It is reported that General Maas is expecting reinforcements.—"Central News."

Town Bombarded.

(Later).

On Board U.S.S. Arkansas (by wireless, via Galveston).

Rear-Admiral Badger has issued a proclamation to the municipality, urging the citizens to cease fighting, and return to their own peaceful occupations. As a matter of fact, however, there is apparently no city administration, for the Mayor and the other officials have fled.

The Mexicans still hold the arsenal, the navy academy, and other important points. It is also believed that Federal troops are entrenched in the sandhills behind the town.

In the middle of the morning a Mexican messenger came under a flag of truce to the United States Consulate, and there was a temporary cessation of firing. Apparently, however, no offer of surrender was made, for with dramatic suddenness the 3-in guns of the Chester and Prairie opened fire on the arsenal, police barracks, and Naval Academy. At the same time the machine guns swept the streets, doing enormous damage.

"One American sailor was wounded. Many Americans, however, fell victims to sunstroke, and lack of water proved a serious inconvenience.

The Mexicans suddenly opened fire on a patrol from the Utah and Florida, whilst it was marching through the centre of the town, killing one man and wounding six.—"Central News."

Further Details.

VERA CRUZ, April 22.

The Mexicans, under Commandant Maas, stubbornly resisted the invaders. The marines from the Prairie on landing met with no opposition, and this at first was believed to indicate Mexican compliance. Sporadic shooting, however, soon began, and this brief exchange was following by fighting in earnest. After an hour the main body of Mexicans apparently seemed ready to quit, though in some quarters the opposition continued, especially from outpost parties on the tops of houses and at other vantage-points, whose only choice was to continue firing or to surrender. The guns of the Prairie assisted the landing party, and although the fighting continued till towards evening, it no longer savoured of organised resistance, and, finally, the Mexicans who had not been killed, captured, or wounded, retreated towards the west.

Sharpshooters, from an ancient tower which was once a lighthouse, harassed the Americans. Five shells from a 5in gun of the Utah's bluejackets completely demolished the tower. In the middle of the afternoon a large body of Mexicans evacuated the city westward, apparently intending to flank a battalion of marines which was in the railway yard. The officers of the Prairie observed the movement through their glasses, and instantly the 5in guns of the Prairie scattered the Mexicans, who fled precipitately.

This ended the attempt to outflank the Americans. Previously the 5in guns of the Prairie had silenced a small detachment of Mexicans near the Customs House, and from time to time the vessel played shells along the shore line, keeping the territory free of sharpshooters. At ten o'clock in the evening Mexicans from the roofs continued a desultory fire. The Mexicans at no time used artillery.

Like the Mexicans, the Americans took advantage of the ruins of the terminal station, which afforded an excellent position for sharpshooters, who made excellent practice.—"Central News."

American Excitement.

WASHINGTON, April 22.

Forty-five persons, two-thirds of them women and children, were shot down in Colorado yesterday by the State troops in a battle with striking coal miners, and there is a prospect of just as many more being killed to-day. But in view of the death of four American troops at Vera Cruz yesterday there is no space to spare for such news, and Mexico completely monopolises the stage.

Despatches from Vera Cruz to-day stimulated the war fever here, and the main question discussed is whether President Wilson's Government will be able to limit the operations to a campaign against General Huerta. On this point many people here are doubtful. Everyone is agreed that Dr. Wilson and his advisers will strain every point to exclude Carranza and Villa from joining with Huerta, but there is no information to date to justify the conclusion that the fire lighted yesterday at Vera Cruz will not extend throughout Mexico within a very few weeks.

Americans living along the American border are loud in their protests to the Government and claim that an American expedition should be sent into the territory now occupied by Carranza, and that all the strategic points be seized. "Anything less than a thorough clean-up in Mexico from top to bottom under American auspices," say representatives of the border States to-day, "will fail to give good results, and since we are in Mexico, for God's sake let us stay there until we put the house in order, as in the case of the American occupation of Cuba."

The American military authorities, who are perfectly acquainted with the conditions, do not share the view that a "clean-up in Mexico" would be "another South African War." They feel that within a few months the entire country could be subdued, and from a chaotic state American law and order would emerge. Other people think differently.

General Leonard Wood, whom I saw to-day, looks forward to the approaching campaign with confidence. He will be commander-in-chief, and direct the flying force which we anticipate will leave Vera Cruz shortly for Mexico City. The road, as soldiers count it, is about 330 miles long, and since, according to telegrams received here to-day, the Huertistas are blowing up all the tunnels, progress will be delayed.

General Wood considers that there is more than enough strength now concentrated at Vera Cruz to justify the despatch of a flying force to Mexico City. Such a force would proceed without lines of communication, which could be established later by troops from Galveston, where transports are now being prepared. The only reason why the army preparations are not more advanced to-day is the formality of voting £10,000,000 by Congress. Until this is accomplished the army headquarters are bound hand and foot, and General Wood remains at his desk in Washington.

Consul's Report.

WASHINGTON, April 22.

Mr. Canada, the United States Consul at Vera Cruz, reports that the Mexicans opened fire at daybreak to-day, and that the American warships immediately began to shell the southern part of the city.

A large force of bluejackets and marines from Rear-Admiral Badger's fleet, which arrived during the night, had been landed before daybreak, to support Rear-Admiral Fletcher's men.

The Consul at the same time caused to be widely circulated copies of a proclamation signed by Rear-Admiral Fletcher, requesting the local authorities and the general population to aid the Americans in restoring order.

Major Butler and a command from Tampico are now ashore. The warships Florida, Utah, Arkansas, Vermont, New Hampshire, South Carolina, and Prairie are lying close to the town and using their guns.

The American forces commenced the attack at eight o'clock, operating under the guns of the war vessels.

Mr. Canada says he believes that up to eight o'clock last night 150 Mexicans had been killed or wounded.

In a later despatch, timed nine a.m., he says that 2,000 marines and sailors are now ashore, and in the face of such a show of strength he believes that the fighting will cease within an hour, or, at most, two.

Two sections of a special train, carrying American refugees from Mexico City, arrived at Vera Cruz yesterday before the fighting began.—"Central News."

(Continued on page 4.)

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THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No 1 Dock, Kowloon	700'	(80' top 70' bott'm)	30'	7' 6"	
No. 2 Dock, Kowloon	371'	74'	19' 6"	7' 6"	
No. 3 Dock, Kowloon	234'	49' 3"	14'	7' 6"	
Patent Slip, No. 1, Kowloon	240'	60'	11'	7' 6"	
Patent Slip, No. 2, Kowloon	320'	60'	11'	7' 6"	
TAI-KOK-TSUI					
Cosmopolitan Dock	400'	85	20'	7' 6	
ABERDEEN					
Hope Dock	420	61'	23'	7' 6"	
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Australian Ports, &c.	Empiro	Gibb Livingston & Co.	May 29, at 10 a.m.
Australia Ports, &c.	St. Albans	Gibb Livingston & Co.	June 19, at 10 a.m.
B'bay, v. S'pore, C'bo	Luzon Maru	Osaka Shosen Kaisha	June 5, a.m.
B'bay v. S'pore & C'bo	Columbo Maru	Nippon Yusen Kaisha	May 21.
Boston & New York	Kioto	The Bank Line, Ld.	May 25.
J'ton, Kudat & S'dakan	Borneo	Melchers & Co.	June 12, at 9 a.m.
Kobe	Coblenz	Melchers & Co.	About May 20.
Kobe & Yokohama	Kitano Maru	Nippon Yusen Kaisha	June 3, at 11 a.m.
London, &c.	India	P. & O. S. N. Co.	May 23, at Noon.
London & Antwerp	Denbighshire	Jardine, M'son Co. Ld.	About June 16.
London &c.	Radnorshire	Jardine, M'son Co. Ld.	About 26th June.
London, &c	Kaga Maru	Nippon Yusen Kaisha	May 20, at 10 a.m.
London &c.	Atsuta Maru	Nippon Yusen Kaisha	June 3, at 10 a.m.
Manila, Cebu & Iloilo	Zafiro	Shewan, Tomes & Co.	May 21, at 4 p.m.
Manila, Cebu & Iloilo	Rubi	Shewan, Tomes Co.	June 1, at 4 p.m.
Manila, Cebu & Iloilo	Toan	Butterfield & Swire	May 20, at 3 p.m.
Manila, Cebu & Iloilo	Chinhua	Butterfield & Swire	May 26, at 4 p.m.
Manila	Loongsang	Jardine, M'son Co. Ld.	May 23, at 2 p.m.
Marseilles, v. Ports	Magellan	Messageries M'times	June 2, at 1 p.m.
Marseilles via Ports	Polynesien	Messageries Maritimes	June 16 at 1 p.m.
Miike, Kobe & Moji	Dunera	D. Sassoon & Co., Ld.	May 22.
New York	Kioto	The Bank Line, Ld.	May 25.
Naples, Genoa &c.	Lutzow	Melchers & Co.	May 27, at 10 a.m.
N'kai Kobe, & Y'hama	Tango Maru	Nippon Yusen Kaisha	June 2, at 5 p.m.
San Francisco v. Japan	China	Pacific Mail S.S. Co.	May 27, at Noon.
San Francisco v. Japan	Manchuria	Pacific Mail S. S. Co.	June 6, at 1 p.m.
San Francisco, v Japan	Nile	Pacific Mail S.S. Co.	June 16, at Noon.
San F'cisco, v. Japan	Tenyo Maru	Toyo Kisen Kaisha	June 16.
San F'cisco, v. Japan	Nippon Maru	Toyo Kisen Kaisha	June 23.
S'hai, & Japan Ports	Kanagawa Maru	Nippon Yusen Kaisha	May 22.
S'hai & Japan Ports	Khyber	P. & O. S. N. Co.	About May 29.
S'hai & Japan Ports	V. Olotat	Messageries Maritimes	May 31.
S'hai & Japan Ports	Chili	Messageries Maritimes	June 14.
S'hai, Kobe & Y'hama	Segovia	Hamburg Am'ka Linie	May 28.
S'hai Kobe & Y'hama	Frisia	Hamburg Am'ka Linie	May 29.
S'hai, Kobe & Y'hama	Silesia	Hamburg Am'ka Linie	June 18.
Shanghai	Devanha	P. & O. S. N. Co.	About May 22.
Shanghai	Luchow	Butterfield & Swire	May 21, at 4 p.m.
Shanghai	Shuoshing	Butterfield & Swire	May 26, at 4 p.m.
S'pore, P'ang & C'tta.	Dilwara	D. Sassoon & Co., Ld.	May 22, at 3 p.m.
S'pore, P'ang & Cal'ta	Gregory Apcar	D. Sassoon & Co., Ld.	May 30.
S'pore, P'ang & R'goon	Ceylon Maru	Nippon Yusen Kaisha	May 30.
S'tow, Amoy & Tamsui	Taijin Maru	Osaka Shosen Kaisha	May 24, at Noon.
Sydney, Melbourne &c	Kumano Maru	Nippon Yusen Kaisha	June 3, at Noon.
Trieste v. South Ports	Nippon	Sander, Wieler & Co.	About June 5.
Victoria T'mn & Japan	Panama Maru	Osaka Shosen Kaisha	May 27, at Noon.
Victoria T'ma & Japan	Seattle Maru	Osaka Shosen Kaisha	June 11, at Noon.
V'ria B.C. Seattle &c.	Sado Maru	Nippon Yusen Kaisha	June 2, at 4 p.m.
Vancouver (B.C.) &c.	Empress of India	Canadian P'fic R. Co.	May 28.
Vancouver, (B.C.), &c.	Empress of Asia	Canadian P'fic R. Co.	June 10.
Y'hama Kobe & Moji	Japan	D. Sassoon & Co., Ld.	May 23.

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Mr A. J. Grandy	Mr G. W. Sewell
Mr T. M. Gregory	Mr R. E. Shaw
Mr Chas. J. Higginbotham	Mr and Mrs Silva
Mr H. D. Holloway	Mr & Mrs Ch eng So Tall
Mr & Mrs W. Jackson	Mr and Mrs Tobias
Mr & Mrs Mariani	Mr A. C. Vincent
Mr & Mrs Marrell	Mr & Mrs E. Walker
Mr C. Marrell	Mr and Mrs D. C. Watling
Mr A. J. Martin	Mr A. R. W. Wibley
Mr T. H. Martin	Mr D. Wilson
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Neuralgia, Nervous Breakdown—

NURSE HALL, c/o Mrs. Bassett, Commercial Place, Landport, Portsmouth, Eng., writes:—"I was suffering from nervous breakdown with Internal Neuralgia, when I began a course of Phosferine. After having taken it for three or four months, I felt better than I had done for two years previously, and consider it the best tonic I have ever tried. As a remedy for all nervous disorders I think there is nothing to equal Phosferine, especially as I was given up by more than one doctor previous to taking Phosferine, and can now say I am perfectly well and strong, and have taken nothing else."

No other medicine has received such absolute proof of its extraordinary properties in restoring Shattered Constitutions, and in giving back to the prematurely aged New Life and Energy.

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THE GREATEST TONIC AND DIGESTIVE

HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—

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H.M. the Queen of Spain
H.M. the late King of Greece
H.M. the Queen of Roumania, etc.

Prices in Great Britain: 1/1½, 2/9, & 4/6. Sold by all Chemists, Stores, &c.

The 2/9 size contains nearly four times the 1/1½ size.

PROPRIETORS: ASHTON & PARSONS, LTD., LUDGATE HILL, LONDON, ENG.

TO LET

TO LET.

FROM 1ST JULY, 1914.

IN CANTON on SHAMEEN Lot 55. The premises now in the occupation of the Bank of TAIWAN LD.

Apply to
DAVID SASSOON & CO. LTD.
Hongkong, May 6, 1914. 578

TO LET.

UNFURNISHED, No. 4, Morrison Hill, containing 8 Rooms, with usual servants' accomodation.

For further particulars,
Apply Property Office,
JARDINE, MATHESON & Co., LTD.
Hongkong, April 4, 1914. 481

TO LET.

'LA HACIENDA E.', No. 74, Mount Kellett Road.

Apply CHATER & M DY,
No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET.

FLATS "WILD DELL" No. 147, WANCHAI ROAD, newly built, each flat 3 rooms, kitchen, bath-room and servants' quarters.

Quiet Locality.

Apply to
SANG KEE,
Compradore Department,
HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, May 8, 1914. 537

TO LET.

FOUR ROOMED HOUSES in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with Godown attached, MACAU ROAD, Kowloon. Kowloon Marine Lot No. 48 with Wharf.

FLATS in Nathan Road, Kowloon.

Apply to
HUMPHREYS' ESTATE & FINANCE Co., LTD.
[illegible]
Hongkong, [illegible]

TO LET

TO LET.

FROM APRIL 1ST.

THE FIRST FLOOR of No. 25, Des Vœux Road, Central. Suitable for Offices. Rooms can be let separately.

Apply—DRAGON CYCLE Co.
Hongkong, April 2, 1914. 416

TO LET.

'ROGATE,' Austin Road, Kowloon; unfurnished.

No. 68 Peak, MOUNT KELLETT, (Church Mission Society Bungalow) till 30th May 1914, partly furnished. Cheap rent.

"No. 6 CAMERON VILLAS, No. 59 Peak, to let furnished for one year from 1st May 1914."

"No. 19th SHELLEY STREET.
FROM 1st October 1913.

"No. 5 MOUNTAIN VIEW, newly painted and colourwashed."

No. 12 BEACONSFIELD ARCADE, Shop.

"To-let till 31st October, 1914, No. 64 The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.'

No. 7, MOUNTAIN VIEW.

No. 7, STEWART TERRACE, Peak.

No. 55, ELGIN TERRACE, newly painted and colourwashed. From 1st June, 1914.

FOR SALE.

"GLENSHIEL" 124 Barker Road rooms, close to Tram Station.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, May 14, 1914. 61

SIEN TING,
Surgeon Dentist.
No. 14, D'AGUILAR STREET.

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Consultation Free.

OYSTERS. Fresh Half-Shell Stock Floor, Hankow Road, KOWLOON.

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A Programme Full of Brilliance from Start to Finish.

LOCATION CAUSEWAY BAY

Special LATE TRAMS after every Performance.

Box plan at **ROBINSON PIANO CO., LTD.**

Hongkong, May 18, 1914. 572

THE SHIPPING GAZETTE

(From "Shipping and Engineering.")

Mr. H. Cunningham, from leave, has gone third engineer, Wosang.

Mr. T. Macfarlane, third engineer, Wosang, has resigned.

Mr. J. Campbell, awaiting orders, has gone third engineer, Kiangwo.

Mr. C. Campbell, acting master, Kiangwo, has gone chief officer, same ship.

Mr. J. S. Masson, acting chief oncer, Kiangwo, has gone second officer, same ship.

Mr. W. R. Williams, second officer, Kiangwo, is awaiting orders.

Mr. G. Brown, from leave, has gone chief engineer, Hsinyu.

Mr. J. Ritchie, acting chief engineer, Hsinyu, has gone second engineer, same ship.

Mr. D. Sharer, acting second engineer, Hsinyu, has gone third engineer, same ship.

Mr. E. Timbrel, acting third engineer, Hsinyu, has gone third engineer, Hsin Kong.

Mr. W. H. Saunders third engineer, Hhin Kong, has resigned.

Mr. L. Grohe, chief officer, Toonan, has resigned.

Mr. W. J. Coblam, second officer, Chiyuen, has gone chief officer, Toonan.

Mr. A. R. C. Newburgh, second officer, Irene, has gone second officer Chiyuen.

Mr. Hansen, third officer, Kiangwah has gone second officer, Irene.

Mr. R. Matthews, third engineer, Toonan has resigned.

Mr. W. Vallance has been appointed third engineer, Toonan.

Mr. T. O'Connor has been appointed third officer, Kiangwah.

Mr. C. F. Vincent, from leave, has been transferred to Hongkong.

Mr. D. Kerr, chief engineer, Kanchow, has gone supernumerary, Hsin Peking.

Mr. J. Williams, supernumerary, Hsin Peking, has gone chief engineer, Kanchow.

Mr. D. Bine, third engineer, Yingchow, has gone third engineer, Kiukiang.

Mr. J. Cumming, third engineer, Kiukiang, has gone thihrd engineer, Yingchow.

Mr. J. Cameron, chief engineer, Tamsui, has gone chief engineer, Shengking.

Mr. T. Simpson, chief engineer, Shengking, has gone chief engineer, Tamsui.

Captain F. Robertson, of the Kiukiang, is on leave.

Mr. E. B. Jones, from reserve, has gone acting master, Kiukiang.

Captain Waggott, of the Kwangping is on leave.

Mr. A. Anderson, chief officer, Kaiping, has gone master, Kwangping.

Mr. A. Stephen, second officer, Kaiping, has gone chief officer, same ship.

Mr. J. Jamieson has been appointed second officer, Kaiping.

ROGUE'S ODYSSEY.

The Adventures of a Notorious Financier.

The recent parliamentary scandals in Paris have once more brought Rochette into the front rank of topical interest, and much curiosity and speculation have been aroused concerning the notorious financier's doings since his escape and his present whereabouts. But the movements of the fugitive, apart from a few vague notions obtained from any conflicting rumours, have more or less been wrapped in mystery.

The Journal of April 9 professes to be in a position to lift the veil, and narrates the dramatic adventures of Rochette since his flight. The story is said to be written by one intimately connected with the financier, and the Journal adds that its sincerity is guaranteed.

It is known that Rochette's first stopping place on leaving France was Mexico City, where he remained for several months under the safe protection of Madero. But one day General Madero was in bad need of money and obtained a loan from a French bank, on condition, however, that he should immediately deliver up his protege. "Funds before friends" being his motto, General Madero accepted this bargain.

[illegible]

Hearing that his arrest was imminent, and finding this house surrounded by detectives, Rochette [illegible] disguised under a servant's [illegible] cape, made a dash for liberty over the roofs of his neighbours. An exciting chase followed. Fences and walls were slight obstacles to the agile financier, around whom rifle shots whistled unceasingly; but finally he outpaced his pursuers and found shelter in the house of an old woman to whom he had previously given money.

On the following night, in spite of the vigilance of the police, he managed to leave the city. In the Northern States he wandered for some time, making a small fortune in various ways, and nearly had to give it up to a blackmailing chief of insurgents with whom he had got mixed up.

Advised in time, however, he got away dressed as a woman. He travelled through Peru and Bolivia, in which latter country he decided to settle. But his money quickly disappeared in unfortunate speculations, and, completely ruined, he recognised that he must return to Europe at all costs. He reached London and Antwerp and then Paris. Here he got into touch with a few faithful friends, and took the Villa Enghien, whence he wrote his famous letter to M. Jaures during the recent inquiry. He did not stay long after the despatch of his letter, and he is now—concludes the story—in a near Eastern country where he has considerable interests in a mining concern, nor will he risk a return to France before 1917, when, unless fresh crises arise, time will have wiped out any danger of arrest.

GREAT INVENTOR'S DEATH.

Tragedy in a Motor-Boat.

In circumstances marked by the irony of fate the death occurred at the Monaco international motor-boat meeting this morning of M. Fernand Forest, the inventor of the explosion motor-engine which rendered possible the motor-car and the aeroplane, says the Paris correspondent of the "Daily Mail" telegraphing on April 12.

The alarm caused by an accident partly due to the motor-boat which he had himself invented caused M. Forest's death. Just before noon he had started with his son in his motor-boat La Gazelle to make a full-speed run over the measured mile. The Gazelle was built by Mr. Forest in 1888 and was the first of the world's motor-boats. After the run the Gazelle was returning to harbour at a fairly high speed when she scraped against a rock. The damage was not serious, and she continued her course towards the shore. M. Forest, however, who was seventy-one years of age, was greatly alarmed by the collision. "We are lost," he exclaimed to his son.

It was in vain that the son tried to calm his father's excitement. The aged inventor lost consciousness, and though carried to a chemist's shop on shore, where attempts were made to revive him, he died.

It was in 1881 that M. Forest constructed his first motor, a vertical engine driven by gas. In 1882 he designed an explosion motor and in 1889 a four cylinder engine which embodied all the main points of the modern motor engine. M. Forest was decorated with the Legion of Honour three years ago.

M. Forest's only fault was that he was before his time. Lack of funds and the vagaries of the French patent law combined with the circumstance that the world was not ready for the light motor to deprive him of the fruits of his genius. His inventions were swallowed up and perfected by others in the motor-car craze at the beginning of the century.

Public opinion in the United States will be gratified by the granting of a fresh trial to Mrs. Bessie Wakefield, who was to have been hanged for the murder of her husband. Ever since the sentence was pronounced, the authorities have been deluged with petitions, inasmuch as no woman has undergone the capital sentence in Connecticut for over a quarter of a century. Most of the Suffragist organisations have asked for a commutation of the sentence.

The Man Who Gets There

is the man who has blood-real, rich, red, blood and plenty of it in his body.

WATERBURY'S MALTAPOLITED COD LIVER OIL COMPOUNDED

[illegible]

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last report at
Alacrity	despatch-vessel	1850	2	9000	Comdr. Archibald Cochrane	Weihaiwei
Atlas	Admiralty tug	—	—	—	——	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. V. R. Brandon	Hongkong
Britomart	river gunboat	710	2	900	Lt.-Comdr. Q. B. Preston-Thomas	Yangtsze River
Cadmus	sloop	1070	6	1400	Capt. M. S. Fitzmaurice	Shanghai
Celmer	torpedo-boat destroyer	560	4	7700	Lieut.-Comdr. H. T. England	Weihaiwei
Cherub	water tank and tug	390	—	300	——	Hongkong
Clio	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.C.	Shanghai
Colne	torpedo-boat destroyer	550	4	7300	Comdr. Seymour	Weihaiwei
Fame	torpedo-boat destroyer	360	3	5700	Lieut. Comdr. C. M. Blackman	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	torpedo-boat destroyer	560	4	7500	Lieut. Comdr. G. F. A. Mulock	Weihaiwei
Kennet	torpedo-boat destroyer	560	4	7500	Lieut.-Comdr. F. A. H. Russel	Weihaiwei
Kinsha	river gunboat	810	4	1200	Lt.-Comdr. H. D. Marryat	Yangtsze
Merlin	sloop	1040	—	—	Lt.-Comdr. Gibson	Labuan
Minotaur *	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Moorhen	river gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Fowler	Weihaiwei
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtsze River
Ribble	torpedo-boat destroyer	560	—	7500	Lieut. Comdr. R. W. Wilkinson	Weihaiwei
Rosario	depot ship, submarines	930	—	1400	Lieut. Comdr. F. A. N. Cromie	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. Nash	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. L. A. S. Hutton	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. M. T. R. Maxwell Scott	Yangtsze River
Tamar	receiving ship	4650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. S. P. B. Russell	Upper Yangtsze River
Thistle	river gunboat	710	2	900	Lt.-Com. G. F. L. L. Page	Hongkong
Triumph	battleship	11,985	18	12,500	Comdr. A. S. Sussmann	Hongkong
Usk	torpedo-boat destroyer	560	—	7500	Lt.-Comdr. Maxwell	Weihaiwei
Welland	torpedo-boat destroyer	560	—	7500	Lieut. Comdr. C. A. Poignand	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Com. A. J. Landon	Upper Yangtsze River
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtsze River
Woodlark	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtsze River
Yarmouth	light cruiser	5250	—	22,000	Capt. H. L. Cochrane	Hongkong
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillewis	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaimes	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
.036	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
.037	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quin	West River
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons	guns.	H.P.	Captains.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davelny	Hongkong
Kleber	French armoured cruiser	9770	12	19,600	Capt. Goutz	Saigon
Montcalm	French flagship	9600	—	—	Capt. de Vaissean	Shanghai
Decidée	French gunboat	645	10	1300	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Paiho	French gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutemps	Tahong-Kiu

† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Lynx	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Protee	French sub-marine	—	—	—	——	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	308	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Rouisen	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	French destroyer	307	6	300	——	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon

* Flagship of Capt. (Commodore) Boucicaut, Commanding the local defence Indo-China

Emden	German cruiser	3600	9	3.500	Capt. v. Restorff	Saigon
Gneisenau	German armoured cruiser	11,600		,000	Captain Bruninghaus	Tsingtau
Iltis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtau
Nürnburg	German cruiser	3400	23	13,200	Capt. Mörsberger	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Firle	Yangtsze River
Scharnhorst	German flagship	11,600	36	25,000	Capt. von Schultz	Tsingtau
S. 90	German torpedo-boat	450	5	5500	Capt. Lieut. Berrenberg	Tsingtau
Taku	German torpedo-boat	290	4	6000	Obit. z. S. Claassen	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tsingtau
Tsingtau	German river gunboat	223	4	1300	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	500	Obit. z. S. Prins	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Picenardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain-José de Carvalho Crato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A 2	U. S. submarine				Ensign L. McC. Murray	Cavite
A 4	"				Lieut. E. D. McWhorter	Cavite
A 5	"				Ensign J. C. Van de Carr	Cavite
A 7	"				Ensign C. M. Yates	Cavite
Albany	U. S. protected cruiser	9430	10	7500	Com. M. L. Bristol	Cruising
Bainbridge	U.S. torpedo-boat destroyer	420	7	9000	Ensign H. A. Jones	Cavite
Barry	U.S. torpedo-boat destroyer	420	7	9000	Lieut. R. Hill	Cavite
Callao	U. S. gunboat	243	6	250	Ensign W. L. Halberg	Canton
Chauncey	U.S. torpedo-boat destroyer	420	7	9000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	8185	11	10,000	Comdr. S. S. Robison	Cruising
Dale	U.S. torpedo-boat destroyer	420	7	9000	Lieut. C. A. Woodruff	Cavite
Decatur	U.S. torpedo-boat destroyer	420	7	9000	Lieut. R. H. Green	Cavite
El Cano	U. S. gunboat	630	4	900	Lt.-Comdr. S. Gannon	Shanghai
Helena	U. S. gunboat	1392	8	1368	Comdr. C. B. Marvell	Shanghai
Michigan	U. S. station ship	1900	6	1100	Lieut. R. V. Lowe	Cavite
Monadnock	U. S. monitor	3990	6	3000	Lt. E. P. Sykes	Olongapo
Monterey	U. S. monitor	4084	4	5577	Commander J. V. Chase	Olongapo
Panay	U. S. gunboat	445	6	—	Lieut. R. F. Taylor	Cavite
Pampanga	U. S. gunboat	392	6	1600	[illegible]	[illegible]
Paragua	U. S. station ship	3000	—	—	[illegible]	[illegible]
Quiros	U. S. gunboat	450	12	1400	[illegible]	[illegible]
Samar	U. S. gunboat	1000	14	1000	[illegible]	[illegible]
Supply	U. S. [illegible]	3000	—	—	[illegible]	[illegible]

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STONE GINGER BEER (Brewed).

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"FORMAZONE"

As Invigorating and Refreshing as Fine CHAMPAGNE.

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GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED

Pure Drugs, Patent Medicines, &c.

14A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 191[illegible]

DEATH.

JACOBS.—This morning, after a short illness, at his residence, 22, Shaukiwan Road, EDWARD HENRY JACOBS, aged 49, (of the Standard Oil Company) the beloved husband of Rosina Gidley Jacobs. Deeply mourned. Funeral cortege will pass the Monument at 5.30 this afternoon.

MEMO. FOR TO-DAY.

9.15 p.m.—The Hippodrome Circus at Causeway Bay.

MEMOS. FOR TO-MORROW.

Noon.—Auction of the "Hang Lee" by Messrs. Hughe's and Hough.
4 p.m.—Hippodrome Circus Matinee performance.
5.45 p.m.—Annual Meeting of Seat holders of Union Church.
6.15 p.m.—H.K. Football Assoc. General Meeting.

General Memoranda.

THURSDAY, May 21:—
Ascension Day.
SUNDAY, May 24:—
Empire Day.
5 a.m.—Excursion to Macao.
TUESDAY, May 26:—
Queen Mary's birthday (1867).
3 p.m.—Crown Land Sale at P.W.D.
WEDNESDAY May 27:—
Noon.—Peak Tramways Co. Ltd's. Meeting.
The Derby at Epsom.
THURSDAY, May 28:—
12.30 p.m.—Star Ferry Co's Meeting.
Local Stockbrokers' Settling Day.
FRIDAY, May 29:—
Dragon Boat Festival.
SATURDAY, May 30:—
Second Gymkhana Meeting.
MONDAY, June 1:—
Whit-Monday.
TUESDAY, June 2:—
Pope Puis X born 1835.
WEDNESDAY, June 3:—
King George's birthday (1865).

The China Mail.

HONGKONG, TUESDAY, May 19, 1914.

THE PLAGUE AND THE GODS.

MANY reports continue to announce that in the cities and the larger villages of the delta plague continues to rage, and its victims are stated to be almost innumerable. One of the more seriously stricken districts is Shiu Hing on the West River. If the accounts be reliable, the more fortunate inhabitants are the victims of a real panic. They are leaving the city for the country in large numbers. Many of the shops are closed and there seems to be a spirit of deep depression and apprehensive fear oppressing the people with a force that cannot be thrown off. The people do not seem to know what to do and consequently they do nothing. Of every ten persons attacked, not less than nine succumb, and the course of the disease is very quickly run. We have referred to Shiu Hing but, from all accounts, the prevalence of the deadly disease is by no means confined to this centre, though we hear also that there are some places that up to the present are almost if not quite immune. We stated above, that the people do not know what to do, and, therefore, do nothing. This is not quite correct. Many of them, in their terror and fear are turning, as of old, to their gods, and requesting their assistance in order that the plague may be stayed. The god who is most popular in this regard is the god of war, the famous hero of the period of the Three Dynasties, with whom all readers of Chinese histories are familiar. A case has come to our notice from Fatshan, which illustrates the ways of the unfortunate people in their hour of need. At this particular place, those who understood matters called together the leaders of the people, and announced that it had been revealed to them that the plague was thus rampant because the god was angry. It was resolved to have recourse to planchette, in order really to discover the will of the god. The service was arranged. A boy of twelve years of age was selected as the medium between the god and the people. Presently the lad began to write very rapidly, and this was the gist of the message. "I, the god, am angry with the people. They lately have been turning away from the old paths and seeking new ways wherein to walk. This is displeasing to me. The people are constantly talking about freedom and about the equality of the sexes, and this also I hate. The old ways of education are being neglected and forgotten, and so the people are ignorant of what is best for them and for their welfare. I, therefore, urge you to turn back to the old ways. And, further, I order you to make a scimitar, in shape like to that I was wont to use when I fought in the wars of China—and it must be a large one. It should be thirty six feet across the diameter from handle to point, and this must be raised in a perpendicular position in front of the steps of my temple. When this is done, then I shall be pleased to stay my hand and then the people will no longer have reason to dread the plague." Such was the message. The leaders of the people and the shop-keepers seem to believe in the reality of the message. It is said that at least six hundred dollars would be needed in order to forge this large scimitar. And the money was forthcoming. One shop-keeper subscribed two hundred dollars and another a hundred, so that there was no difficulty in getting together the needed funds. This seems to be an extreme case, but there are other reports which tell of the activities of the people in the way of staying the plague, and, in all cases that we have heard of, these people are turning to the assistance of the god of war and paying the greatest attention to what they think will please him. In many cases he is taken out of the dimness and darkness of the dirty temple and paraded through the streets; and thus way it is hoped that he will relent and hold back his hand. The whole aspect of the case, in view of modern knowledge, is extremely depressing. After all those who have looked forward to the enlightenment of China had thought themselves justified in believing that such superstitions had almost, if not quite, come to an end. There have been determined efforts on the part of a few of the Chinese to bring elementary knowledge within the reach of the people in this regard, and foreigners in many ways have been trying to enlighten the people. Yet in their hour of calamity they have again, with a complete whole-heartedness, turned back to the old ways and put their trust in the old gods. There is a vast amount of work to be done yet before China can be regarded as enlightened, and whatever the few intelligent people of the nation may think, it must be regretfully said that the masses are still firm believers of the old superstitions.

DEATH OF A STANDARD OIL CO. EMPLOYEE.

We regret to chronicle the death of Mr. Edward Henry Jacobs, of the Standard Oil Company, which occurred this morning with painful suddenness at his residence at No 22, Shaukiwan Road. Mr. Jacobs, who was in his 42nd year, had for some time past suffered from malignant malaria fever, though he actually succumbed to heart failure. He was formerly a member of the R.G.A. and was at one time connected with the Ordnance Department. Some six years ago he joined the Standard Oil Company.

He is survived by his widow and two sons, for whom much sympathy will be felt.

The funeral takes place this afternoon, passing the Monument at half past five.

The Chinese steerage passenger whose illness caused the Pacific Mail steamer Korea to be quarantined at Woosung for ten days, died of plague on the 13th instant. It is reported that another case has occurred on board. If this be so the ship will be further delayed.

NOW IS THE TIME.

For rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve pain and soreness. For sale by all Dealers.

NEWS OF THE DAY.

LOCAL AND GENERAL.

H.M. Transport Hardinge arrived this morning with the 36th Sikhs, bound for North China.

A Chinese died of plague on the pavement outside York Buildings at midday yesterday.

The Circus is giving a grand matinee performance to-morrow afternoon at 4 o'clock; as well as their usual performance at 9.15 p.m.

The first detailed account published in Hongkong of the fighting in Mexico and the taking of Vera Cruz by the Americans will be found on pages 2, 3 and 4

For stealing from Messrs Holt's Wharf at Yaumati, on the 16th inst., a brass branch pipe and brass fittings a Chinese was to-day sentenced to three months' imprisonment on the first charge and 14 days on the second, the sentences to run concurrently.

The annual general meeting of the Hongkong Horticultural Society will be held in the City Hall, on May 26, the business being to receive the Committee's Annual Report and Statement of Accounts and to elect a new Committee for the coming year.

A memorial cloister costing £700 has been erected at the Parish Church, Godalming to the memory of John Phillips, the chief wireless operator of the ill-fated Titanic. A portrait of Phillips in oils has also been presented to the corporation by the past and present scholars of the Godalming Grammar School.

When seen in Manila in regard to the 17 day service between Vancouver and Manila which is shortly to be initiated by the C.P.R. Co., Mr. D. W. Craddock, general traffic agent for the Far East and India, said that the chief reason for making Manila a port of call was the many requests made to the company by the travelling public.

SOCIAL AND PERSONAL.

Hon. Mr. E. R. Hallifax returned to the Colony to day by the s.s. "Miyazaki Maru."

Mr. W. Dickson, local manager of the Chartered Bank, arrived from Shanghai by the M. M. Cordillera yesterday on completion of his holiday.

Mr. Alex. Ramsay, formerly of the "Hongkong Daily Press", has been appointed Editor of the "Peking Daily News" and is expected to reach the capital this week from Scotland, via Siberia.

Captain A. Sommerville of the s.s. Tatsing has received from President Yuan Shih Kai the gold medal and decoration of the Red Cross Society of China together with a diploma, conferring upon him for life the membership of the above Society in appreciation of his conduct whilst in charge of the Red Cross operations at Nanking in September 1913.

A Federated Malay States Government Gazette extraordinary formally announces that:—The acting Chief Secretary to Government has received with profound regret the news that His Highness Sir Ahmad Muazam Shah Ibni Almarhum Ali, K.C.M.G., Sultan of Pahang, died at his residence at Pekan on Saturday, May 9, at 4.20 p.m.

According to the "Times of Malaya," the late Sultan of Pahang never adopted European customs on dress, and remained a typical Malay to the last. One of his quaint customs was to use a large galvanised iron bath as a state chair when he made his journeys abroad. It is stated that he had purchased the bath in Singapore when on a visit. It took his fancy, and he never used any other means of conveyance in the days before roads were made in the State. Filled with cushions, on which the Sultan reclined in comfort, the bath was slung on poles and carried on the shoulders of coolies.

DRUGGING A CHINESE WOMAN.

Mr. Wood this morning sentenced a Chinese who, with the aid of a stupefying drug, had cut off five pairs of bangles from a woman's wrist when she was asleep. Prisoner admitted that he stole the bangles, and said he had done so to pay back to a firm with whom he was associated in the country, $400, which he had lost at gambling. The bangles were valued at $500. The prisoner was discovered huddled in a corner of an outgoing ship with the bangles on his wrists. Mr. Wood sentenced him to one year's imprisonment on the first charge and dismissed the charge of using a drug. He was also ordered four hours' stocks in Yamauti and 24 cuts with the birch.

ALWAYS RECOMMEND IT.

In almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom neglect to recommend it to their friends. For sale by all Dealers.

THE CHILDAR PIRACY.

PRISONERS DISCHARGED AND RE-ARRESTED.

At the Magistracy this afternoon before Mr. Wood, the ten prisoners in police custody charged with pirating the s.s. Childar were discharged.

The Crown Solicitor, Mr. Hodgson, asked his Worship for leave to withdraw the charge against all the prisoners.

Mr. Agassis, of Messrs Harding and Agassis, who appeared for the woman prisoner Kwok raised no objection.

Prisoners were accordingly discharged.

On leaving the Court, the prisoners were apprehended by a staff of European and Chinese detectives and marched off to the Police Station, and it is understood that the prisoners will be brought before Mr. Wood to morrow morning on extradition proceedings.

A KUALA LUMPUR TRAGEDY.

The death has occurred of Mr. E. A. Cook, traffic manager of the F.M.S. railways, says a Kuala Lumpur telegram dated 15th inst., to the "Straits Times." He was found in the morning lying dead in a long chair in the compound of his house with a bullet wound in the temple.

Mr. Cook had recently been suffering with insomnia and mental depression.

A DISHONEST CHINESE EMPLOYEE.

Before Mr. Melbourne this morning, a Chinese employed in a local office was charged with the larceny of two $5 bills.

Captain Lukhmanoff, who prosecuted, said that he entrusted accused with the keys of his safe, into which he had been putting every night a quantity of notes. During the last three or four months he had occasionally found that the number of notes he deposited over night did not correspond with the number he drew out in the morning. He thought there was something wrong and that probably he had made mistakes. In order to make a test, he carefully put in the safe a bundle of notes which he laid on a piece of white notepaper and he drew a line at that point where the notes overlapped the paper. On the following morning he found that the notes had been moved. It was estimated that between 20 and 30 $5 bills had been stolen in that way.

Dect. Sergt. Clarke said he apprehended the accused and told him he would have to go with him to the Police Station as he wanted to search him. On the prisoner's person he found nothing. Witness took the prisoner to his room and searched it, and in a box he found a key which was a duplicate of the key to the safe. Prisoner had frequently had the key of the safe in his possession to get out papers at the direction of his employer and it was quite possible that he had given the key to someone to make a duplicate.

Prisoner said the key belonged to a box which he had in the country, but he could produce no evidence to substantiate this. The box, he said, was a wooden one.

Mr. Melbourne imposed a sentence of six week's imprisonment and four hours' stocks.

ASIATICS ON BRITISH SHIPS.

It is stated that the Board of Trade is considering the draft of, and will shortly issue to shipping offices, a circular letter designed to make as stringent as possible the enforcement of the regulation relating to the employment of Chinese on British ships. It is stated that the Board intends to enforce the regulations strictly.

In this connection it is interesting to note that, following a protest meeting against the employment of Asiatic seamen on British steamers, which was addressed by Mr. Havelock Wilson, there was an interesting sequel on 17th ulto. at Hull Docks, when a large steamer arrived in the docks. It was intended to sign on the usual crew of Chinamen, but the Union officials negotiated with the captain, who telegraphed to his owners, with the result that none but British seamen were signed on.

Under the auspices of the National Transport Workers' Federation a meeting was held at Leith on 19th ulto. to protest against the employment of Asiatics on British ships. Mr. Walsh, Clyde district, moved a resolution of protest, pledging the meeting to effect a removal of the state of things complained of. Mr. O'Connor Kessack, organiser of the National Union of Dock Labourers, who seconded the resolution, said the campaign was not merely against cheap labour, white, black, or yellow. He could forcibly eject every Asiatic from every ship as well as every white "scab." If politicians could not move at once the workers should make up their minds to have a big battle royal on the question. Mr. Robert Williams, Secretary of the National Transport Workers' Federation, said that they did not intend to give shipowners three months' notice when everything was ready. One fine morning they would call all the men off. They wanted to give shipowners and the Government warning that unless this grievance was settled speedily, they would use drastic measures. The resolution was unanimously carried.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It almost always cures and sometimes saves life. For sale by all Dealers.

CHARGE OF EMBEZZLEMENT.

PARTNER IN THE DOCK.

At the adjourned Criminal Sessions this afternoon, before the Puisne Judge, Mr. Justice Hazeland, U Im Lat, lately a partner in the Tai Fung firm, was charged on four counts with embezzling and misappropriating two sums, $3,000 and $1,500, the moneys of his firm on various dates since the year 1909. He pleaded not guilty.

The Attorney-General (Mr. J. H. Kemp) prosecuted, and Mr. F. C. Jenkin instructed by Mr. Leo. D'Almada e Castro defended.

The following jury was sworn: Messrs W. P. Seath, W. B. Stormer, James Simpson, Manuel Baptista, J. H. Mead, George Duncan, Mok Man Cheung.

The Attorney-General informed the jury that the alleged offences occurred in 1909, and the reason prisoner had not been charged sooner was that he not unnaturally disappeared. Prisoner was in 1909 managing partner of the Tai Fung firm, and in this capacity kept the keys of the safe, which contained cash and securities. When prisoner wished to take money from the safe he did so in the presence of one of the accountants, as a check. On October 9, 1909 prisoner obtained from the safe the sum of $3,000 on the pretext that he wished to repay a loan of a similar amount advanced to the Tai Fung by the Kum Sang Bank, which had lent the firm two such sums; one had been repaid. Prisoner went away with the money and on his return showed the account a promisory note for $3,000 which was either the one which had already been redeemed or was bogus. Prisoner as a matter of fact had not repaid the loan and did not account for the money. Four days later he obtained about $1,000 from the safe and $400 or $500 from the shop and then disappeared and was not seen again. The firm shortly afterwards went bankrupt and the books had since disappeared. Prisoner had offered no explanation, and he was therefore unable to comment on his defence—if prisoner had one.

The accountant to the Tai Fung firm gave evidence bearing out the Attorney-General's statement, and said prisoner told him the sum of $1,500 was for the Kum Sang Bank, who wished to borrow this amount. The day after the prisoner disappeared the safe was opened and the Kum Sang promissory notes were found in it. A day or two later they were taken to the bank and prisoner's dishonesty was discovered.

Further evidence having been taken the hearing was adjourned.

HOPELESS CHAOS OF CHINA'S FINANCES.

Deficit of £38,500,000.

PEKIN, April 23.

Despite the constant statements that loan negotiations are impossible during the present chaotic conditions, the quintuple bankers and China's representatives are about to hold their first official meeting in order to settle the main outline of the new giant loan, says the Peking correspondent of the "Daily Telegraph."

In a former despatch I stated categorically that China would be justified in securing a sufficient sum to permit her to retire at a heavy discount the £75,0,0,000 of provincial currency. Since then, however, the situation has so rapidly deteriorated that it seems to be clear that even such a manœuvre would only temporarily relieve the grave domestic crisis. Paper everywhere has recommenced falling since last week. Dollar notes are now 45 cents in Canton, and in other places lower.

It is estimated that two months will see provincial paper absolutely unnegotiable, whilst taxes continue to fail. China is, indeed, rapidly reaching a point when the Powers must seriously consider what concerted steps are necessary.

INADEQUATE REVENUE.

The revised Budget for the financial year ending June 30, circulated in the Legations and the Press on Tuesday, showed clearly and unmistakably that despite all the juggling in the world China has a total net revenue of £30,000,000 and a net expenditure of upwards of £60,000,000. The accrued deficit this year still carried in the books is £6,500,000, and a new deficit of £31,000,000 must be met this year.

When I add that the service of the foreign loans and indemnities now swallows half the national revenues, namely, all the Customs and salt receipts, it will be seen that the lending of money to China without some wholesale and far-reaching scheme being evolved by all the Treaty Powers acting in concert is simply pouring gold into a bottomless hole. No international banking syndicate, however much it may safeguard its own interests, is a fit body to undertake a national regeneration.

While China is not yet bankrupt it is becoming ever clearer that Chinese civilisation, sapped in every quarter, is in active process of collapsing. The stories current for many decades of 70 and 80 per cent. of the Chinese taxes being lost in collection have now been proved by foreign experts, such as Sir Richard Dane, to be absurd and untrue. Yuan-Shi-Kai, safely entrenched in his palace, remains unconcerned, knowing that in the last resort he can drive to the Legation quarter and announce that the work of government has become impossible.

Whilst Pekin is for the time being profoundly quiet, I believe that we are living in a fool's paradise, and that a rude awakening is at hand.—Press Agency.

An important decision was registered to-day—Replying to a memorial for the Ministry of Communications, pointing out the danger of allowing the Chinese the [illegible]

PEAK TRAMWAYS CO., LD.

The following is the Profit and Loss Account and the Balance Sheet of the Company. Yesterday, we published the Directors' Report:—

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH APRIL, 1914.

		Dr.
To Coals and Stores		$ 12,068.38
To Charges		4,280.55
To Maintenance and Repairs		7,608.05
To Rates, Crown Rents and Fire Insurance		1,523.36
To Salaries and Wages		26,556.53
To Office Furniture		153.60
To Allowance to General Managers to cover Office Rent and Clerks' Salaries		6,000.00
To Directors' Fees	$2,500.00	
To Remuneration to General Managers, 5 per cent. on gross earnings	5,242.70	
		7,742.70
To Balance		36,891.79
		$102,824.24
		Cr.
By Traffic Receipts (after deducting loss on subsidiary coins)		$ 99,225.84
By Rents		543.43
By Interest Receivable	$5,051.39	
By Less Interest Payable	2,029.92	
		3,021.47
By Transfer Fees		33.50
		$102,823.24

BALANCE SHEET AT 30TH APRIL, 1914.

LIABILITIES.		
Authorised Capital $750,000 divided into 75,000 shares of $10 each		
Issued Capital 25,000 shares fully paid up	$250,000.00	
50,000 shares $1 paid up	50,000.00	
		$300,000.00
Reserve Fund as per last Account	$32,000.00	
Since added	12,000.00	
		44,000.00
Mortgage R.B. Lot No. 80		29,000.00
Unexpired Season Tickets		4,416.69
Unclaimed Dividends		2,080.00
Sundry Creditors		11,023.56
Profit and Loss Account:— From last year	$ 1,350.31	
For the year	36,891.78	
		38,242.10
		$428,712.35
ASSETS.		
Permanent Way and Concession (old and new line)		$200,000.00
Per last Account	$30,195.29	
Since added	400.00	
		30,595.29
Stations, Crown Leaseholds and Buildings (Inland Lots 1317, 1333, 1334, 1335, 1353 and R.B. Lots 80 and 86). Per last Account		35,981.29
Rolling Stock		27,226.00
Office Furniture		500.00
Coals and Stores in hand		996.55
Sundry Debtors		1,493.33
Mortgage R.B. Lot 21		40,000.00
Cash in Hongkong and Shanghai Bank	$88,124.51	
Cash and Compradores' Orders in hand	3,795.38	
		91,919.89
		$428,712.35

JOHN D. HUMPHREYS & SON,
General Managers.

C. S. GUBBAY, C. P. CHATER } Directors.

A. R. LOWE, C.A., F. MAITLAND. } Auditors.

Hongkong, 14th May, 1914.

SAUSAGE FOR THE KAISER.

Sunday Supply Illegal.

It has been decided by the Berlin courts that even when supplies for the Imperial table are in question, the law with regard to Sunday rest must not be broken. The case arose out of an order for sausage and ham for the Emperor and his family and guests, which was received telephonically by the Court butcher from the New Palace at Potsdam one Sunday morning. The goods were sent down to the station within the prohibited hours by a cyclist messenger, who was intercepted by a policeman.

It was pleaded by the defendant firm that the order for food for the Emperor came under the heading of "Work the immediate performance of which is in the public interest," and was consequently exempt from the provisions of the law, also that the victuals were required for "the entertainment of dignataries of the State."

The Bench decided, however, that "dignitaries of this State could be regaled with other things besides sausages and ham," that the Imperial kitchens should make provisions for Sunday like any good house-wife, and that in private law the Emperor occupied no exceptional position. So the offending butcher was fined five marks.

Sentenced to attend church nine consecutive nights, and occupy seats in the front row, where the minister can watch them, was the penalty imposed in the Kansas City Police Court on two men charged with disturbing the peace in church. The men were arrested for disorderly conduct at meetings says the [illegible]

BY TELEGRAPH.

DEATH OF SHANGHAI'S POSTMASTER.

(From Our Own Correspondent.)

SHANGHAI, May 19.

The death is announced of Mr. Wm. John Solly, postmaster, Shanghai.

[Mr Solly was born in 1870 and joined the Colonial Service in 1890. He was Senior Clerk, G.P.O., Hongkong, in 1894, and appointed Postmaster at Shanghai in 1900.—Ed.]

(Reuter's Service to the China Mail.)

THE MEXICAN CRISIS.

LONDON, May 19.

A telegram from Washington states that it is understood that Huerta has authorised the Mexican mediators to submit his resignation if necessary to secure a settlement.

Arrogant Rebels at Tampico.

American advices report disagreeable incidents at Tampico. The Rebels, who are behaving with great arrogance, ordered a Dutch war vessel to leave the river and refused to allow 140 refugees to board a Gorman steamer for Ypiranga until the Consul actively intervened. They also demanded large contributions from the British and German residents towards a forced loan.

Bridge Blown Up.

General Funston reports that the retreating Federals blew up the inter-oceanic railway bridge, 168 feet long, in the vicinity of Vera Cruz.

BRITISH RAILWAYMEN'S DEMAND.

48 HOURS' WEEK AND 5s INCREASE.

LONDON, May 18.

The National Union of Railwaymen have adopted a new programme of a 48 hours' week, and an immediate increase of 5s per week to every grade.

Mr. J. H. Thomas, M.P., General Secretary of the Union, in announcing the decision, added that there must also be absolute and complete recognition of the Union, but said a strike would be the last resort.

THE "COLUMBIAN'S SURVIVORS.

Terrible Hardships.

LONDON, May 19.

A telegram from Boston states that the "Columbian's" survivors when rescued were eating biscuit crumbs, boot leather and drinking rain water.

They saw three steamers in the first two days, but none since.

There had been much rain.

All the survivors are doing well.

Further Details.

A telegram from Halifax states that the "Seneca" has arrived with the survivors, who have been sent to hospital.

The "Seneca" on sighting the boat, saw that something was wrong. Two were feebly rowing and other two were lying at the bottom in a very weak condition.

LATER.

Another telegram from Halifax states that the survivors say that two of their comrades died of hunger and exposure, but the majority drank salt water. One of the last to die was a Russian fireman who tried to kill five of his companions with an axe. He had to be overpowered. The eleventh to die expired on the morning of the rescue.

The first officer, whose name is Trire and who belongs to Liverpool, is suffering from gangrenous feet, and will probably lose both.

The narrative describes the liner "Olympic" and two steamers passing without sighting the little craft, which afterwards fought the gale for three days. Several times she was filled with water. The rations gradually shortened to a biscuit and half a pint of water daily for four men, who were scraping the crumbs to make a paste with the leather from the boots of their dead comrades, when the "Seneca" hove in sight.

THE LAST SURVIVOR OF THE "BIRKENHEAD."

LONDON, May 19.

The death is announced at Aberdeen, Carnarvon, of Captain Lucas, the last survivor of the wreck of the "Birkenhead."

BY TELEGRAPH.

THE "SAMBIA" STRIKES A ROCK.

(From Our Own Correspondent.)

SHANGHAI, May 19.

The Hamburg-Amerika Company's steamer "Sambia" put in to Shanghai this morning with her holds and bunkers full of water.

She struck a rock in a fog at Shadow Island, and has three holes in her plates.

(Reuter's Service to the China Mail.)

THE "LIB-LAB" SPLIT.

LIBERALISM v. SOCIALISM.

LONDON, May 19.

The bitterness caused by the Liberal-Labour split over the North-East Derby bye-election has been evidenced by Mr. Martin, the Labour candidate, advising electors who are not voting for him to vote for the Unionist candidate and not for the Liberal. Mr. Houfton, the Liberal candidate, is making his opposition to Socialism a feature of his campaign.

Mr. Lloyd George, in a telegram to Mr. Houfton, deplores the division in the progressive forces, but says he is not surprised at Liberals protesting against the attitude of a candidate who pledged himself not to appear on a Liberal platform.

An ex-chairman of the Ipswich Liberal Association has seceded from the party and has signed a nomination paper for Mr. Ganzoni, who is opposing Mr. Masterman in the Unionist interest.

Speaking at Ipswich Mr. Masterman said the Government was advised that it would be impossible to obtain a conviction against Sir Edward Carson as his offence is hypothetical.

NEW SOUTH WALES' LOAN.

LONDON, May 19.

The New South Wales Loan is for £3,000,000 at 4 per cent.

WHOLESALE CONCESSIONS TO THE EPIROTES.

LONDON, May 19.

The Albanian Government has made extensive concessions to the Epirotes regarding the formation of their own gendarmery, language, education, the appointment of Christian Governors with locally elected Administrative Councils—all under the guarantee of the Powers.

OBITUARY.

LONDON, May 19.

The death is announced of Admiral Drury.

[Admiral Sir Charles Carter Drury, G.C.B., was born at New Brunswick, Canada, in 1846 and entered The Royal Navy in 1859. He was Sub-Lieut., 1865; Lieut, 1868; Commander, 1878; Captain, 1885; Rear-Admiral, 1899; A.D.C. to the Queen, 1897-99; Naval Adviser to inspector-General Fortifications, 1885-88: Flag-Capt. North America and West Indies, H.M.S. "Bellerophon," 1889-92; Member ordnance Committee, 1893-74; Flag-Capt. H.M.S. "Royal Sovereign," 1894-95 (Channel Squadron); H.M.S. "Hood," Mediterranean, 1896-98; Senior Officer, Gibraltar, 1898-99; Commander-in-Chief East Indies, 1902-3; Mediterranean, 1907-8; at the Nore, 1908-11; retired, 1911, Vice-President of the Ordnance Committee, 1900, and received the thanks of the Foreign Office for services in Crete, in 1898. Ed.]

RUSSIAN REACTIONARY RESTRICTION STRONGLY CONDEMNED.

LONDON, May 19.

A telegram from St. Petersburg states that at an important Congress of the representatives of Russian commerce and industry, a resolution was adopted protesting against the new restrictions imposed on Companies having Jews as Directors.

There were heavy falls, and almost panic, on the Russian Bourses last week as the result of these restrictions.

If necessary, the Tsar will be petitioned.

THE PLAGUE.

Figures Still Going Up.

Plague is still increasing in the Colony. Last week the notifications reached 241, with 185 deaths, the highest this year. Since January 1st no fewer than 1,274 cases have been notified, with 1,057 deaths. Last week's patients included one Eurasian, three Portuguese, four Japanese, a Parsee, a Jew, and a Hindu.

IMPERIAL DEFENCE

MR. CHURCHILL AND THE DOMINIONS.

The Sydney correspondent of the "Daily Telegraph" telegraphed on April 12:—Mr. Millen, Minister of Defence, has issued on behalf of the Commonwealth Government, an important and comprehensive statement on the whole question of Imperial naval defence, in which he severely traverses Mr. Churchill's recent speech and emphatically defends Australian policy. Mr. Millen summarizes Mr. Churchill's statement by asserting that it is involves:

(1) The definite non-fulfilment by the Admiralty of the obligations undertaken in the 1909 Agreement.

(2) The destruction of the basis upon which the Australian Navy is organized, and the result of which is that the Australian people have committed themselves to an expenditure of several millions of public money.

(3) The abandonment of those features of the Australian Navy which in 1909 were regarded by the Admiralty as most essential, especially the expression of opinion that battle cruisers are not needed in the Pacific and should be sent to home waters.

STRONG CRITICISM.

(4) The replacement of a definite inter-Imperial co-operative policy of naval defence in the Pacific by an uncoordinated and ephemeral scheme, possessing neither permanence nor clear aim and function.

(5) The substitution of a scheme for a powerful joint Imperial fleet in the Pacific by ineffective and isolated units.

(6) Interpretation of the effect of the Anglo-Japanese Alliance, which is not accepted in Australia as justified by circumstances, and, if adopted by the Imperial authorities either in 1909 or 1911, might have involved a serious modification of the scheme recommended in those years by the Admiralty for acceptance by the Dominions.

(7) Ignoring those "other considerations" which are so important from the wider Imperial point of view, and on which the Admiralty laid so much stress in 1909.

(8) The announcement of a vital departure in many important respects from the policy agreed upon between the Dominion and the Imperial Governments without previous consultation, or even preliminary notification to the Governments of the Dominions.

Mr. Millen points out that the Admiralty memorandum in 1909 emphasized the need of a complete fleet unit whereof "the armoured cruiser is an essential part." Mr. Churchill's prime justification for the Admiralty's present view is the existence of the Japanese Alliance, but that Alliance existed in 1909 and also in 1911. The necessity for creating a unit which, in the Admiralty's words in 1909, "while manageable in time of peace, is capable of being used as component parts in time of war," is quite unaffected by international alliances.

INTERNATIONAL NEEDS.

The international naval situation, as it has developed since 1909, may demand a greater concentration in the North Sea than was previously necessary. But this would be reason for regret that the needs of Imperial naval defence in the outer seas could not be met, not that those needs should be regarded as non-existent.

Apart from its immediate value as an addition to the naval strength of the Empire, Mr. Millen continues, the Australian fleet has enabled Australia to commence training officers and men and the formation of an organization on land and sea for that greater fleet which may be predicted to come with succeeding years. Recruiting has proceeded to an extent exceeding expectations, but it is quite certain that it would not have proceeded with the same rapidity if the vessel had been detailed for duty on the other side of the world. The adoption of the present policy has done much to stimulate a healthy naval sentiment and a national and Imperial consciousness in Australia the advantage of which cannot be expressed in words.

The potential value of these concomitants of the Australian navy was fully recognized at the 1909 Conference, and is now specifically reaffirmed by Mr. Churchill. Australia is entitled, therefore, to request from Mr. Churchill a reconciliation of the Admiralty advice in 1909 with his recent statement.

Although the Admiralty have apparently changed their views in five years there is nothing to suggest a corresponding change in Australian public opinion. If there has been a change it has been in the direction of the people of Australia becoming more united and more resolute in their attachment to the policy adopted in 1909.

IMPOSSIBLE PROPOSAL.

It is impossible that Mr. Churchill's proposal for the despatch of the Australian battle cruisers to home waters can be entertained. It is a safe prediction that neither of the great political parties, under existing circumstances, approves such a vital departure from Australia's existing naval policy. An Imperial squadron is premature until an efficient organization and a nucleus are provided.

Mr. Millen then refers to the essential need of a continuity of policy on which Admiral Henderson laid stress, yet

Almost before the foundation of the policy inaugurated five years ago is laid we are urged to adopt modifications so radical as to amount virtually to abandonment. In these circumstances there is little room for surprise if the attitude with which Australia's proposals have been received in the United Kingdom.

SCOTTISH WIDOWS' FUND.

LORD ROSEBERY'S TRIBUTE.

Presiding at the 100th annual court of the Scottish Widows' Fund Life Assurance Society, recently at Edinburgh, the Earl of Rosebery said:

I have rarely attended a meeting of so interesting a character on so interesting an occasion. I only wish that I felt more equal to the occasion, but you, gentlemen, have often read the old reproach against our country, that it requires a surgical operation to get a joke into a Scotsman's head, and I have recently undergone a similar operation, which I fear deprives me of the power of speaking adequately on such an occasion. There is another difficulty—I cannot by any words of mine adorn the record of prosperity which you will have in your hands. To do so would be to paint the lily, and I am afraid that by expatiating on the report I might weaken rather than strengthen the impression of prosperity which that report must leave on your minds. But there is another cause—a very unusual cause—which presents great difficulties to me on this occasion. I have often found it oppressive to argue for a case for which there is little to be said, but my difficulty to-day is one of precisely the opposite character. It is that all the argument is on one side, and that there is, in fact, nothing to argue against. This seems to be the case with the system of mutual insurance, in which there is no profit except to those wise and thrifty persons who insure, and in which all the capital and interest belong to them, and in which the funds of the society fructify solely for them, and for nobody else. The system speaks for itself; and the greatest of orators that ever lived could not embellish it. They could explain it, but they could not adorn it.

THE MIGHTY OAK.

And yet it was slow in maturing. The mighty oak of the Scottish Widows' Fund sprang from a small acorn, and, indeed, among the straiter sect of our Presbyterian brethren it was not long ago considered sinful to insure. Surely we are liable to enough sins without manufacturing any superfluous additions to them. But now sin is all the other way. If there be a sin in the matter, it is not with those who insure, but with those who do not.

Let me for a moment diverge from that train of thought to point out what is probably known to all of you—that we owe a great deal of gratitude to the Equitable Society, which was founded some fifty years before and is still flourishing. Not the least of our debts to that society, I suspect, is the advent of our new general manager, who has been provided by the Equitable Society. (Cheers.) This body first established a successful system of mutual assurance on which ours was modelled, but it showed no jealousy but a friendly interest. This William Morgan may almost be reckoned amongst our ancestors, and certainly as one of our chief benefactors, and with his name we are bound to reckon, as the bidding prayer of the English Church says, David Wardlaw and Partick Cockburn as chief benefactors and founders. They held a meeting on March 23, 1812, which really laid the foundation of this society, though its origin and beginning was formally fixed for Jan. 1, 1815. Sir Herbert Maxwell, in his excellent history of our society, says that the real natal day is July 29, 1814, and to make the confusion worse confounded we are celebrating the 24th of that year.

THE FUND'S BEGINNING.

But, however, do not let us strain at gnats. We will feast on the appointed day, whether it be the real day or not, just as we celebrate the King's birthday on some other date than is fixed for it. Whatever day it was, it was as I have said, a day of small beginnings. We began with a list of names as illustrious as any list in Homer, but, nevertheless, our founders had great difficulty in raising the most trifling sum for preliminary expenses. However, this difficulty was surmounted, and the company issued its first policy of insurance on Oct. 10, 1814. The next epoch to be commemorated is that on which we had out first investment of funds, £1,037, in February, 1816. This was a small nucleus to grow in nineteen years to £21,500,000. (Cheers.)

The real commencement of prosperity appears to have been the declaration of the large bonus in 1825 and 1826. The premium income had risen to £17,500 a year, representing insurance to the amount of £493,000. From this time our history is one of unbroken prosperity, and is, therefore, devoid of any features of interest. Monotonous is the record of unbroken well-being, and long may our annals be distinguished by that agreeable platitude. (Cheers.) In 1832, it is also to be noted we crossed the Border. We ceased to be a purely Scottish society, and annexed the southern kingdom of England. We come then along an ascending slope to the present position, when we are the largest mutual insurance society in the United Kingdom. (Cheers.)

GLOWING FIGURES.

You will find our position recorded in glowing figures on the paper before you. Prosperous as our past years have been, last year was a record year, and indeed, for the last five years our business has grown up in a manner which really ought to be appreciated in a speech on this occasion. The fresh business in 1909 was over £2,000,000; in 1910 it was just under £2,400,000; in 1911 it was just over £2,400,000; in 1912 it was just over £2,500,000; and in 1913 the public determined to commemorate our centenary in a practical manner. We did business to well over £3,000,000, the number of new policies being over 5,700. (Cheers.)

Well, you really must pity your chairman on this occasion on having to try and make these figures better than they are. They speak so for themselves and we must observe this, that, whereas last year we transacted a larger body of new business than in any since our foundation, we were also able to stand the strain on our capital. At a time of remarkable commercial depression, when all the great banks and companies like ourselves are occupied with tearful eyes in writing down their capital values in spite of this strain, the results of the quinquennial valuation have enabled the directors once more to declare the same high rate of bonus. Surely we owe our gratitude to our officials for such results, and in this connection I would wish to record the name of Mr. Gunn, who was our manager, and who passed from us so deeply lamented. On an occasion like this, of unbounded prosperity, and in our centenary year, it would be a grave omission if we did not record our gratitude for his services.

MILLIONS BRING HAPPINESS.

Well, now, gentlemen, the figures are indeed stupendous, and the point at which we have arrived seems almost incredible. Looking at the heart of the matter, we may say these large figures represent an even greater mass of well-being and happiness. Millions do not always bring happiness, but your millions do. It would be pleasing if we could know the sum of comfort and prosperity, fruitful prudence and assured futures which these millions represent. How many marriages have you made possible? How many declining years have you soothed with the reflection that death will not mean poverty to the survivors? How much manly thrift have you fostered? All this is beyond computation. Were I addressing an ordinary meeting of shareholders that reflection would savour of cant, but here I am declaring no dividend—I am not asking you to believe that in making large profits you are benefiting the human race. The only benefit which you can be said to have rendered to mankind at large is the example of so practical and profitable a business as insurance is, the Scottish Widows. (Cheers.) The society is conferring untold benefits on its policyholders, numbering many thousands, and conferred similar benefits on those who have taken out policies during its century of work. Just look at the figures of the past. In the last century you paid out twenty-eight and three-quarter millions in sums assured. But what seems to me even more remarkable is that in the term you have paid over twelve millions and a half in additional bonuses to the insured. What profit we have made has gone entirely to our policyholders, as all future profits will go. That is the immense and palpable benefit of the mutual system. It is like the quality of mercy—it is twice blessed—it blesseth him that gives and him that takes." (Loud and prolonged cheers.)

The Minister of Defence goes on to urge the need of a conference when the political situation in Australia is clearer, probably early in 1915; and he concludes:

Australia is irrevocably pledged, and will pursue her determination to a consistency in the policy on which she embarked on the advice of the Imperial Government five years ago. She will not be deterred from her course by the pronouncements of the First Lord of the Admiralty or the present state of the

TRAGEDY IN A SHANGHAI HOTEL.

LADY FOUND SHOT THROUGH THE HEART

Mrs. A. H. Platt the wife of a traveller in the employ of the British-American Tobacco company, came by her death in a tragic manner at the Astor House Hotel in the early hours of Thursday morning, says the "N.-C. Daily News" of the 15th instant.

The circumstances of the case, as related to the Coroner in the United States Court on the following day were that shortly after 1 a.m. a Chinese boy heard a shot fired and called a Sikh watchman on duty in one of corridors. They went together into the room from which the sound of firing had proceeded and found Mrs. Platt kneeling on the floor, with her head resting on the seat of a chair, and with blood flowing from a wound near the heart. She was alone in the room. On the floor was a 25 calibre Browning automatic pistol, with one of its cartridges discharged. Mrs. Platt gave some signs of consciousness, and while the watchman lifted her on to the bed, the boy ran to inform the hotel management. The alarm quickly spread through the hotel and several guests entered the room, the first amongst them being Messrs. Elliott and Standford, Miss Bet well and another lady of the Bandmann Opera company. In their evidence they corroborated the statements of the boy and the watchman that the room was in order and there were no signs of any struggle having taken place. When Dr. Ransome arrived in the room shortly afterwards, accompanied by Mr. Gerrard, the manager of the hotel, he found that Mrs. Platt was still on the verge of consciousness, but that her condition was hopeless, a most serious wound having been inflicted at the base of the heart. She muttered some few incoherent words, and then death took place within a few minutes. The room in which Mrs. Platt was found was not her own room. It had been taken by another guest, but was not occupied at the time she entered it, alone. Mr. Platt had retired to his room earlier in the evening. He was informed later in the morning by Captain Birt, with whom he had spent the previous evening.

Mr. Platt in his evidence stated that for some time past Mrs. Platt had been in a very nervous condition, and on one or two occasions had been in a sanatorium, under treatment for nervous prostration. She had of late threatened to take her life. She arrived in Shanghai on the 2nd instant. Witness had been recently travelling in Szechuan in the course of his business, and returned to Shanghai on the 10th instant.

Det. Sgt. Kiloh, who visited the hotel shortly after the discovery of the tragedy, corroborated the evidence of other witnesses that the room had not been disturbed and that there were no indications of a struggle or foul play.

The inquest was adjourned until Saturday, 16th inst.

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For	Steamers	To Sail	Remark
SHANGHAI, MOJI, KOBE & YOKOHAMA	KHYBER, Capt. H. E. KITCAT, R.N.R.	About 29th May.	Freight and Passage.
SHANGHAI	DEVANHA, Capt. W. R. BICKEY.	Noon 22nd May.	Freight and Passage.
LONDON, via USUAL PORTS OF CALL	INDIA, Capt. C. C. TALBOT, R.N.R.	Noon 23rd May.	See Special Advertisement.
LONDON & ANTWERP, via STONE, P'ANG, C'MBO, PORT SAID & MARSEILLES	NOVARA, Capt. H. R. HETHERINGTON, R.N.R.	About 10th June.	Freight and Passage.

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HONGKONG MARU	11,000-18 knots	Friday, 10th July.
†SHINYO MARU	22,000-21 knots	Tuesday, 14th July.
†CHIYO MARU	22,000-21 knots	Thursday, 30th July.

Steamers via Shanghai † will be despatched at NOON.
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Steamers	Leave Hongkong for Manila	Leave Hongkong for Australia
[illegible]	May 22nd	May 25th
[illegible]	June 19th	June 22nd

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For	Steamers	To Sail
TAKHOI & HAIPHONG	SUNGKIANG	May 20, at 10 a.m.
MANILA, CEBU & ILOILO	TSAP	May 19, at 3 p.m.
SAIGON	HUPEH	May 20, at 4 p.m.
SHANGHAI	LUCHOW	May 21, at 4 p.m.
SHANGHAI & TSINGTAU	KANCHOW	May 23, Midnight.
WEIHAIWEI & TIENTSIN	HUICHOW	May 24, Daylight.
MANILA, CEBU & ILOILO	CHINKIANG	May 26, at 4 p.m.
SHANGHAI	SHACHANG	May 26, at 4 p.m.
HOIHOW & HAIPHONG	KAIFONG	May 27, at 10 a.m.

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* MANILA	LOONGSANG	SATURDAY, May 23, at 2 p.m.
*TIENTSIN via WEIHAIWEI	CHEONGSHING	SUNDAY, May 24, Daylight.
*†SHANGHAI, KOBE & MOJI	NAMSANG	SUNDAY, May 24, Daylight.
†SHANGHAI & TSINGTAU	KWONGSANG	SUNDAY, May 24, Daylight.
†SHANGHAI	WAISHING	SUNDAY, May 24, Daylight.
†SINGAPORE, PENANG & CALCUTTA	LAISANG	TUESDAY, May 26, at 2 p.m.
* KOBE & MOJI	YATSHING	WEDNESDAY, May 27, Daylight.
* MANILA	YUANSANG	SATURDAY, May 30, at 2 p.m.

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VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ..... 'CARNARVONSHIRE' ...About 28th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ..... 'MONMOUTHSHIRE' .....About 29th June.

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JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. 'CHINA,' 4,302 tons, Capt. E. C. M. Dobinson, will be despatched for MOJI, KOBE and YOKOHAMA on 21st May, at 6 p.m.

S.S. 'JAPAN,' 3,051 tons, Capt. C. P. Seddon, will be despatched for YOKOHAMA, KOBE and MOJI on 31st May.

WESTWARD.

S.S. 'SILVANA,' [illegible] will be despatched for SINGAPORE, PENANG, CALCUTTA, [illegible]

SHIPPING

THE AMERICAN & MANCHURIAN LINE.

(Blenkiron & Buckhall, Steamship Co. Ltd.)

THE Steamship KIOTO, Captain SMITH, will be despatched from Hongkong on the 25th May,

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

For freight and further particulars, apply to—

THE BANK LINE, LIMITED.
Agents.

Hongkong, April 23, 1914. 543

STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *INDIA*, Capt. C. C. TALBOT, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 23rd May, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Morea* from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay in the s.s. *India* due in London on 4th July, 1914.

Parcels will be received at this Office until 2 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, May 9, 1914.

THE 'CHINA MAIL.'

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 6 and 9 should be sent in to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 should be sent in not later than 2 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address 'MAIL,' Hongkong.

Telephone No. 22.

THE CHINA MAIL, LIMITED.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER ITS PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING

CONTAINING THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM VARIOUS PORTS IN CHINA AND JAPAN

$6.50 per Annum, delivered in Hongkong
$12.50 to all Ports, Post Free.

S. WESTERHOUSE MOSES, Manager.

THE CHINA MAIL

Weekly Edition

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA.	STEAMERS to COLOMBO	Leave SHANGHAI	Leave HONG-KONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs. Apr. 30	ASSAYE ...	p.m. Tues. May 5	noon Satur. May 9	MOOLTAN ...	Friday June 5	Thursday June 11
May 14	INDIA	May 19	May 23	MOREA	Saturday June 20	Friday June 26
May 28	DEVANHA	June 2	June 6	MALOJA	June 4 July 4	July 10
June 11	DELTA	June 16	June 20	MARMORA ...	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA...	Aug. 1	Aug. 7
July 9	ASSAYE ...	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA...	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the **Accelerated Arrival** of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

LONDON.

1ST SALOON	"A"	Accommodation	SINGLE	£65.	RETURN	£97.
	"B"	"	"	£59.	"	£89.
2ND SALOON	"A"	"	"	£44	"	£66.
	"B"	"	"	£40.	"	£60.

MARSEILLES.

1ST SALOON	"A"	Accommodation	SINGLE	£61.	RETURN	£91.
	"B"	"	"	£55.	"	£83.
2ND SALOON	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Apr. 28	May 7	May 13	May 19	June 16	June 28
NOVARA	May 26	June 4	June 10	June 16	July 14	July 24
NELLORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
†KHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

† New Steamer

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1ST SALOON £50 SINGLE: £75 RETURN.
2ND " £35 " £52

FARES TO MARSEILLES:

1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A **SURTAX OF 10%**.

For further particulars apply to

E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES,

FOR	STEAMERS	TONS	TO SAIL,
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	LUTZOW, Capt. H. Textor,	(17,300)	WEDNESDAY, 27th May at 10 a.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	GOEBEN, Capt. A. Ahlborn,	(17,300)	About THURSDAY, 28th May.
KOBE	COBLENZ, Capt. H. Schmitt,	(6,750)	About TUESDAY, 26th May.
JESSELTON, KUDAT AND SANDAKAN	BORNEO, Capt. J. Koehler,		FRIDAY, 12th June at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD. Steamship	about 1214	HOMEWARD!
ALTAIR	25th May.	For Marseilles, Rotterdam and Bremen Hamburg: S.S. ALTAIR ... ... Beginning of July.
DURENDART	8th June.	For Havre, Emden and Hamburg/Bremen: S.S. DURENDART ... about end of July.
HELGOLAND	2nd May.	For Marseilles, Rotterdam and Bremen/Hamburg: S.S. HELGOLAND ... about middle of June.
BORKUM	21st May.	For Havre, Emden and Hamburg/Bremen: S.S. BORKUM ... about end of June.

For further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.

SHIPPING

AUSTRIA LLOYD

Under Mail Contract with the Austrian Government.

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port-Said.

S.S. **AFRICA**, 8,840 tons, will leave as above on 15th June at 4 p.m.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no thd. no Indoor Cabins. Doctor Stewardesses. Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £36, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, (Calcutta), Colombo, Bombay, (Karachi), Aden, Suez, Port Said.

S.S. **NIPPON**, 13,950 tons, will leave as above about 5th June.

These Steamers, of large tonnage are fitted with comfortable one class accommodation for Saloon passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FARES Trieste-London.

By Ostend Express
Via Venice, Milan, Simplon, Lausanne, Paris, Calais, or Ermingen, Class I £8.8.0, II £6.1.0.

By St. Gothard Express
Via Venice, Milan, St. Gothard, Lucerne, Basle, Laon, Calais or Boulogne, Class I £8.14.0, II £6.7.0.

By Semmering Express
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £8.11.0, II £6.4.0.

By Tauern Express
Via Munich Cologne, Hook or Flushing, Class I £7.18.0, II £5.11.0

TO SHANGHAI:

S.S. **AFRICA**, 8,840 tons, will leave as above on 1st June, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £8, 2nd £4, 3rd £2.

TO KOBE, Via SHANGHAI, YOKOHAMA.

S.S. **E. FRANZ FERDINAND**, 12,000 tons, will leave as above about 30th May.

Cargo taken at through Rates to all Ports in Adriatic Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES VIA STRAITS AND COLOMBO,

To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG, & NEW YORK, AND FROM MANILA, HONGKONG & JAPAN TO VICTORIA, VANCOUVER (B.C.) AND SEATTLE, WASH. AND PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

For Shanghai, Kobe & Yokohama	S.S. SEGOVIA	28th May.
" " " " "	S.S. PREUSSEN	8th June.
" " " " "	S.S. SILESIA	18th June.
" " " " "	S.S. C. FERD. LAEISZ	3rd July.
" " " " "	S.S. SENEGAMBIA	17th July.
" " " " "	S.S. SCANDIA	27th July.
" " " " "	S.S. ALESIA	14th Aug.
For Victoria, Vancouver, Seattle & Portland	S.S. SAXONIA	10th June.
" " " " "	S.S. ANDALUSIA	31 July.
" " " " "	S.S. BELGRAVIA	8 Sept.
For Marles, Rot'dam, H'burg & Antwerp	S.S. BRISGAVIA	28th May.
For Marles, Havre, Bremen & H'burg	S.S. ALTMARK	24th May.
For Rotterdam, Hamburg & Antwerp	S.S. BRASILIA	4th June.
For Havre and Hamburg.	S.S. FURST BULOW	5th June.
For Rotterdam, Hamburg & Antwerp	S.S. WURTEMBURG	19th June.
For Marseilles and Havaburg	S.S. SUEDMARK	23rd June.
For Havre, Emden and Hamburg	S.S. SEGOVIA	4th July.
For Rotterdam, Hamburg & Antwerp	S.S. GOLDENFELS	13th July.
For Havre, Bremen & Hamburg	S.S. PREUSSEN	16th July.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID.	Displacement KAGA MARU, Capt. Fabus, Tons 13,500	WEDNESDAY, 20th May at 10 a.m.
	ATSUTA MARU, Capt. T. Iriya, Tons 16,000	WEDNESDAY, 3rd June, at 10 a.m.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	AKI MARU Capt. Noma, Tons 12,517	TUESDAY, 19th May at 4 p.m.
	SADO MARU, Capt. K. Aakawa, Tons 12,500	TUESDAY, 2nd June, at 4 p.m.
KOBE & YOKOHAMA	KITANO MARU, Capt. ——, Tons 14,070	WEDNESDAY, 3rd June at 11 a.m.
KOBE & YOKOHAMA	KANAGAWA MARU, Capt. ——, Tons 12,500	FRIDAY, 22nd May.
NAGASAKI, KOBE AND YOKOHAMA	TANGO MARU, Capt. Seino, Tons 13,500	TUESDAY, 2nd June at 6 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. Sowada, Tons 2,330	WEDNESDAY, 3rd June at Noon.
	TANGO MARU, Capt. Seino, Tons 13,500	WEDNESDAY, 1st July at Noon.
BOMBAY via SINGAPORE, PENANG AND COLOMBO	COLOMBO MARU, Capt. Kawashima, Tons 5,070	THURSDAY, 21st May.
CALCUTTA via SINGAPORE, PENANG & RANGOON.	CEYLON MARU, Capt. ——, Tons 12,000	SATURDAY, 30th May.

† Fitted with new system of wireless telegraphy. * Cargo only.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Commencing 1st June, ending 30th September, 1914.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class	$135	$122	$105	$95
2nd class	$ 81	$ 75	$ 63	$ 57

SHIPPING

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANSPACIFIC LINE

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leave
†PANAMA MARU	J. Kano	Wednesday, 27th May at Noon.
†SEATTLE MARU	T. Saito	Thursday, 11th June at Noon.
†MEXICO MARU	N. Kobayashi	Wednesday, 24th June at Noon.
†CHICAGO MARU	I. Goto	
†CANADA MARU	H. Yamamoto	
†TACOMA MARU	T. Hamada	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Calling at MOJI, KOBE, YOKKAICHI & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted accommodation for carrying Silk, Treasure and Parcels. Special attention given, towards Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
'LUZON MARU'	T. Miyata	Friday, 5th June a.m.
'JAVA MARU'	D. Fuchigami	Monday, 6th July a.m.
'SAIGON MARU'	T. Yamaguchi	
'ANNAN MARU'	T. Takemura	
'INDO MARU'	K. Komiya	

FOR MOJI, KOBE & YOKKAICHI.

Steamer	Captain	Leaving
'SAIGON MARU'	T. Yamaguchi	
'INDO MARU'	K. Komiya	

CHINA AND FORMOSA LINE.

FOR TAMSUI VIA SWATOW & AMOY

Steamers	Captains	Leaving
'DAIJIN MARU'	K. Murakami	Sunday, 24th May at Noon.
'DAIGI MARU'	S. Tokuhige	Sunday, 31st May at Noon.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
'KAIJO MARU'	Y. Yamamoto	Wednesday, 20th May at 5 p.m.

FOR ANPING & TAKAO, via SWATOW & AMOY.

Steamer	Captain	Leaving
'SOSHU MARU'	K. Hattori	Wednesday, 27th May at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
'SOSHU MARU'	K. Hattori	Friday, 22nd May.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Lights and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF, (near the Harbour Office, Praya Central)

For further information, apply to

Y. KAMIYA, *Manager*
Second Floor, No. 1, Queen's Building.

Reduced First Class Fares.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. "MINNESOTA,"

CAPACITY 28,000 Tons. 20,718 Tons Gross Register. LENGTH 630 Feet. BEAM 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong 14th August, 1914.

FOR SEATTLE VIA NAGASAKI, INLAND SEA, KOBE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco	£36.
Round Trip Tickets (Good for Six Months)	£54.
Nagasaki to Seattle or San Francisco	£33.
Round Trip Tickets (Good for Six Months)	£49.10
Kobe and Yokohama to Seattle or San Francisco	£31.
Round Trip Tickets (Good for Six Months)	£46.10
Manila, Hongkong, Shanghai or Japan Ports of Call to London	£65.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (Six Months)	£109.
Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return (24 Months)	£114.

Reduced rates to all Points in the United States, Canada, and Europe.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (all Outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones etc.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents,
Prince's Building.

PHILIPPINES STEAM SHIP Co.

Steamship	Tons	Captain	For	Sailing Date
KAVITE	4,000	F. A. MacMurray	Manila, Mangarin, Cebu & Iloilo.	Friday, May 22 at 6 p.m.
RUBI	4,000	J. Miller	Manila, Mangarin, Cebu & Iloilo.	Monday, June 1 at 6 p.m.

Passengers holding special Life Insurance may obtain it by Steamers of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Northgermanlloyd and Lloyd Austriaco per Steamer.

Electric Light and Fans in proof of Cabin. Compound Screw Steamer elected.

For Freight or Passage apply to

SHEWAN, TOMES & CO., *General Managers.*

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Dumra*, having arrived from the above Ports, Consignees of Cargo are hereby informed that all their Goods will be discharged into Godowns alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 20th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from Singapore & Penang are requested to take immediate delivery of their goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, May 18, 1914. 615

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES

FROM EUROPE.

THE S.S. *Derbyshire*, having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th inst. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined, on 20th inst. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, May 14, 1914. 613

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship SAMBIA,

Captain CORNELIUS, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on application to the Company before Noon (Friday) and landed before Noon (Saturday) respectively.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 18th May, will be subject to rent.

All Broken, Chafed and Damaged Goods are to be left in the Godowns, where they will be examined, on the 20th of May, at 9.30 a.m.

All claims must reach us before the 27th of May, 1914, or they will not be recognised.

No Fire Insurance will be effected by us.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
Agents.

Hongkong, May 14th, 1914. 614

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th inst. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined, on the 20th of May, at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on carve:—

Ex s.s. *Germania* from Göteborg.
Ex s.s. *Rolandseck* from Setubal.

HAMBURG-AMERIKA LINIE
Hongkong Office.

Hongkong, May 13, 1914. 614

THE CHINA MAIL TYPHOON MAP and GUIDE

Enabling one to locate the centre of a Typhoon.

Published at the CHINA MAIL Office.

SPECIAL LIQUEURS

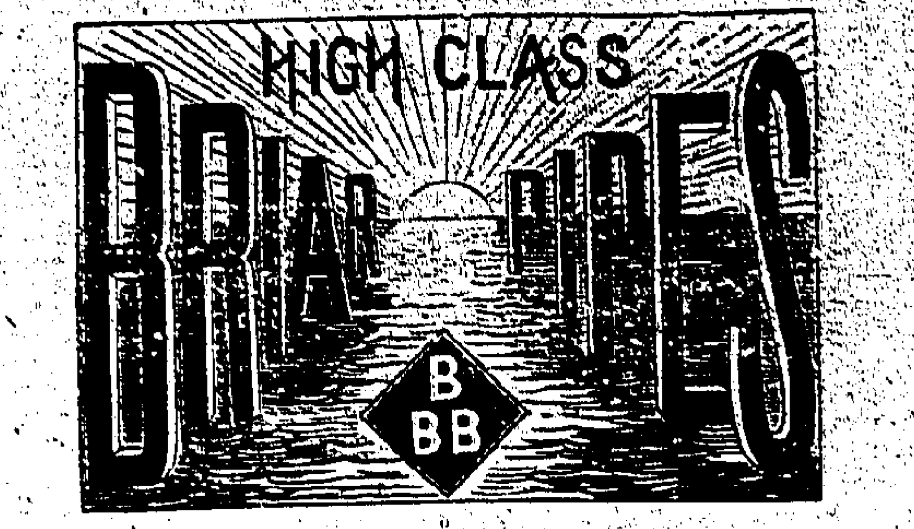
Pints and Quarts.

PEPPERMINT	Marie Brizard
"	Get Frerers
"	W. A. Gilbey
"	Hulst Kamp
	Cusenier.
CURAÇAO	Marie Brizard
D. O. M.	
APRICOT BRANDY	Cusenier
CHARTREUSE	Yellow
"	Green
MARASCHINO	Luxardo
KUMMEL	Cusenier
CHERRY WHISKY	
CHERRY BRANDY	Heering
APRICOTINE	
CREME DE MOKA	Cusenier
PEACH BRANDY	
MANDARINETTE	Cusenier
CREME DE VIOLETTE	
CREME DE CACAO	
LIQUEUR FECAMP	

BITTERS.

AMER PICON
BITTER SECRESTAT
FERNET BRANCA
AUGOSTURA
POMERANZEN
ORANGE

MacEwen, Frickel & CO.



BRIAR and MEERSCHAUM PIPES

Large Variety of Shapes.

KRUSE & Co.

FACE AND NECK ALL BROKEN OUT

In Blotches. Got No Relief, Only Smarting and Pain. Work Out of the Question. Cuticura Soap and Cuticura Ointment Cured.

416, Glasshouse Row, Wrockwardine Wood, Wellington, Salop, Eng.—"It was in the latter part of 1907 my face was puffed and swelled. I called at the chemist's and he said it was what they called blast in the face. It got worse. I got no relief only smarting and pain. My face and neck were all broken out in blotches. I could get no rest night or day. Work was out of the question in the house. Then I tried Cuticura Soap and Ointment and they cured me and I have felt nothing of it since." (Signed) Mrs. Florence Elizabeth Lowe, May 24, 1912.

COMPLETELY COVERED IN RASH

104, Park Road, Loughbourgh, Leicestershire, Eng.—"Spots made their appearance until I was completely covered in a rash of large red pimples. They got so large and I would rub myself until I was like a fire and the spots would burst and matter would flow from them, and of course this made them spread. At last I read about the Cuticura treatment and after using the Cuticura sample and one more tin of Cuticura Ointment and one tablet of Cuticura Soap I was completely cured." (Signed) Miss W. A. Taylor, May 1, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.

☞ Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

WEATHER REPORT.

On the 19th, at 10.35.—The depression has spread north-eastward and now covers China.

Pressure has decreased slightly along the coast from Wei Hai Wei to Hongkong, and is nearly stationary in the South. It is highest from N. Japan to the Bonins.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: S. to S. W. winds, moderate, equally; overcast, some rain.

2.—Formosa Channel: S. winds, strong.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

EXCHANGE.

Hongkong, May 19, 1914.

On London—
Bank Wire 1/11¾
" On demand 1/11⅞
" 30 days' sight... ... ...1/11⅞
" 4 months' sight 1/11⅞
Credits, 4 months' sight, ...1/11⅞
Documentary, 4 months' sight 1/11⅞
On Paris—
On demand, ...244
Credits, 4 months' sight, ...249
On Berlin—
On demand, ...198¾
On New York—
On demand, ...47¼
Credits, 60 days' sight, ...48¼
On Bombay—
Wire, ...145
On demand, ...145¼
On Calcutta—
Wire, ...145
On demand... ... ...145¼
On Singapore—
On demand, ...83⅞
On Manila—
On demand, ...95
On Shanghai—
On demand, ...74
30 days' sight (private paper)...74⅝
On Yokohama—
On demand, ...94⅞
Gold Leaf, 100 fine (per tael) ...$53.90
Sovereigns (Banks' Buying rate) $10.15
Silver (per oz.) 26⅝
Bar Silver in Hongkong ... 3¾ % prem.
Chinese Copper Cash... ... par.
Chinese Copper Cents ... ... 2½ % dis.
Rate of Native interest ... ... 8 % p.a.
Chinese Sub. Coin ... ...11½ % dis.
Hongkong Sub Coin... ... ... 9½ % dis.

To-day's Advertisements

TO LET.

NO. 17, ASHLEY ROAD, Kowloon, 6 Rooms, 3 Bathrooms, Electric Light.—Apply to Tobias Hunter, Hotel Mansions, Hongkong.

Hongkong, May 19, 1914. 634

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on

MONDAY,

the 25th May, 1914, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c., &c., &c.

As follows:—

Teakwood—One Drawing Room Suite (English Manufacture), Dining Room Suite, Upholstered Arm-chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Bureaus, Wardrobes, Washstands, &c., Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass Ware Cooking Stoves, Kitchen Utensils, Cutlery, &c., &c., &c.,

Also

Blackwood Overmantels, 2 Old Chinese Blackwood Cabinets and 1 Desk, Old Bronze Figures, Electric Reading Lamps, etc., 1 Marble Clock, Chubbs Safe, American Ice Chests, 1 Lady's Saloon Ride, 1 Typewriter, Barograph, and Rubber tyred Rickshaw, (Shanghai make) practically new.

Catalogues will be issued.
TERMS:—as usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, May 19, 1914. 632

STEAMER *POLYNESIEN.*

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from LONDON ex s.s. *Danube* and from LA PALICE ex s.s. *Leroy Lallor* and from HAVRE ex s.s. *Danube* and from BORDEAUX ex s.s. *Cambrai* in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unclaimed after the 23rd instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 26th May, 1914 or they will not be recognized.

All damaged packages will be examined on 23rd May, 1914 at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, May 19, 1914. 635

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship CHINA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from the Company's Godown at West Point Cargo will be landed immediately at Consignees risk.

Cargo remaining undelivered THURSDAY, May 21st, 1914, at 5 p.m. will be subject to landing charges and if undelivered FRIDAY, May 27th, 1914 at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on MONDAY, May 25th, 1914 at 10 A.M.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 19th, 1914, otherwise they will not be recognized.

[illegible]

To-day's Advertisements

G. R.

THE OLD STAR FERRY WHARF at the end of SALISBURY ROAD, Kowloon, will be Opened to the Public from FRIDAY, the 22nd Inst.

The Wooden Pier at the South end of Canton Road, Kowloon, generally known as the "POLICE PIER" will be CLOSED to the Public on and after FRIDAY, the 29th Inst.

A. CHURCHILL,
Director of Public Works.

Public Works Office,
Hongkong, May 19, 1914. 637

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship MIYAZAKI MARU, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN Co.'s, Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 26th May, will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representative at the appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.

Hongkong, May 19, 1914. 633

POST OFFICE NOTICES.

The s.s. *Kanchow,* with the mail from London (via Siberia) of Wednesday, the 29th ult., is due to arrive here on Wednesday, the 20th inst.

The *Luetzow* with the American ex *Manchuria* is due to arrive on Tuesday the 26th inst.

Mails will close for:—

*CHINWANTAO.
Per *Yardinge,* at 9 a.m., on Wednesday, the 20th May.
STRAITS & *CEYLON.
Per *Kaga Maru,* at 9 a.m., on Wednesday, the 20th May.
PAKHOI & HAIPHONG.
Per *Sungkiang,* at 9 a.m., on Wednesday, the 20th May.
JAPAN Via KOBE.
Per *Miyazaki Maru,* at 10 a.m., on Wednesday, the 20th May.
SWATOW, AMOY & FOOCHOW.
Per *Kaijo Maru,* at 1 p.m., on Wednesday, the 20th May.
SWATOW.
Per *Hoseus,* at 2 p.m., on Wednesday, the 20th May.
PHILIPPINE ISLANDS.
Per *Taos,* at 2 p.m., on Wednesday, the 20th May.
SAIGON.
Per *Hupeh,* at 3 p.m., on Wednesday, the 20th May.
SANDAKAN.
Per *Rajah,* at 5 p.m., on Wednesday, the 20th May.
FORT BAYARD, HAIPHONG & PAKHOI.
Per *Hue,* at 11 a.m., on Thursday, the 21st May.
STRAITS, & INDIA Via CALCUTTA.
Per *Dilwara,* at 2 p.m., on Thursday, the 21st May.
*SHANGHAI & *NORTH CHINA.
Per *Luchow,* at 3 p.m., on Thursday, the 21st May.
*SHANGHAI & *NORTH CHINA.
Per *Wosang,* at 5 p.m., on Thursday, the 21st May.
*JAPAN Via *KOBE.
Per *Kamagata Maru,* at 5 p.m., on Thursday, the 21st May.
SWATOW, AMOY & FOOCHOW.
Per *Haiyang,* at 10 a.m., on Friday the 22nd May.
*FREMANTLE, W.A.
Per *Kuloong,* at 11 a.m., on Friday, the 22nd May.
SHANGHAI & NORTH CHINA (Europe via Siberia).
Per *Devanha,* Registration at 10 a.m. Letters at 11 a.m., on Friday, the 22nd May.
(To make connection with the Dairy steamer leaving Shanghai on Wednesday the 27th May [illegible])
PHILIPPINE ISLANDS.
Per *Zafiro* [illegible]

SHIPPING

ARRIVALS.

May 18.

Kaga Maru, Japanese str., 3,907, G. Tabusa, Shanghai May 13, General.—NIPPON YUSEN KAISHA.

Kamor, Norwegian steamer, 949, Falck Muus Haiphong May 16, Stone. — JAVA-CHINA-JAPAN LIJN.

May 19.

Loongsang, British str., 1,093, W. G. G. Leask, Manila May 16, General.—JARDINE, MATHESON & Co., LD.

Hardinge, British troopship, 3,005, Commander A. Hamilton, R.I.M., Bombay May 5, and Singapore 14.

Glenearn, British str., 3,031, Hartnell, Shanghai May 16, General.—SHEWAN, TOMES & Co.

Fei Maru No. 2, Japanese str., 1,712, K. Itano, Wakamatsu May 12, Coal.—M. B. K.

Drufar, Norwegian str., 1,102, J. Bing, Bangkok via Swatow May 18, Rice and General. C. S. S. N. Co.

Miyazaki Maru, Japanese str., 8,500, T. Yamawaki, London and Singapore May 14, General.—NIPPON YUSEN KAISHA.

China, American steamer, 3,186, H. Thompson, San Francisco and Manila May 16, Mails and General.—P. M. S. S. Co.

DEPARTURES.

May 19.

Cordilliere, for Saigon and Marseilles.
Chiyo Maru, for Formosa and San Francisco.
Chalister, for Singapore and New York.
Loksang, for Shanghai.
Chipshing, for Shanghai and Tientsin.
Gerwint, for Bangkok.
Waishing, for Canton.
Luchow, for Canton.
Aki Maru, for Keelung and Seattle.
Cheongshing, for Canton.
Haitan, for Swatow and Foochow.
Yei Maru, for Canton.
Liangchow, for Shanghai.

CLEARED.

Carl Diederichsen, for Hoihow & Haiphong.
Johanne, for Swatow and Deli.
Standard, for Saigon.
Sambia, for Tsingtau and Portland.
Rajaburi, for Swatow and Bangkok.
Glenearn, for Saigon and Antwerp.
Yodo Maru, for Canton.
Kaga Maru, for Singapore and London.
Kaijo Maru, for Swatow and Foochow.
Tjitaroem, for Batavia.
Sungkiang, for Pakhoi and Haiphong.
Kwangse, for Hongay.

PASSENGERS.

ARRIVED.

Per *Miyazaki Maru,* from London, &c.: for Hongkong, Mr and Mrs G. Walford and child, Miss Mansell, Mr J. Navascues, Mr E. R. Halifax, Mr Van Stochum, Mr H. K. Roberts, Miss R. Parker; for Kobe, Mr T. M. Little, Mr T. Koyama, Mr B. Kondo, Mr S. Ito, Miss M. Takagi, Mr R. Yamane, Mr G. Yamane, Mr T. Uemura, Mr S. Matsuzaki, Mrs S. Uyemura and child, Mrs S. Takahashi, Mr K. Okada; for Yokohama, Mrs L. Pagot, Mr M. Hotta, Capt. F. Call, Mrs T. Call, Miss M. D. Lewis, Miss M. Longmire, Lt. B. Williams, Lieut. H. A. Law, Mrs N. L. Grut and 3 children.

Per *Kaga Maru,* from Shanghai: for Hongkong, Miss A. C. Tarter, Miss E. Gerke, Mrs Howard, Mr M. Shioji, Mr Hassmall, Mr M. Ohno.

DEPARTED.

Per *Polynesien,* for Shanghai and Japan, Mr de Preville, Mrs F. Kelly, Mr and Mrs J. E. Malarky and child, Mr Beimbalff, Mr Cyrinjapoff, Mr Tada, Rev. F. Combert, Mrs Lane.

Per *Cordilliere,* for Marseilles, &c., Mr and Mrs Jessula and child, Mr M. Baraho, Mr H. M. Grimberg, Mr H. Pearson, Mr J. Lichtheleim, Mr Laubie, Mr and Miss de Dessel, Rev. O. Baldit, Mr and Mrs Campi and children, Mr Rigal Marcel, Mr Maurin.

SHIPPING REPORTS.

The British steamer *Loongsang* from Manila reports: Moderate to strong S.S.W. to S.W. winds and moderate sea. May 17, spoke s.s. *Bellerophon,* in lat. 17.00 N., long. 116.22 E., bound from Hongkong for Manila.

Temperature.

Hongkong, May 19, 1914.

BAROMETER	9 A.M.	29.78
Do.	1 P.M.	29.7[illegible]
Do.	4 P.M.	29.7[illegible]
THERMOMETER	9 A.M.	[illegible]
Do.	1 P.M.	[illegible]
Do.	4 P.M.	[illegible]
Do.	[illegible]	[illegible]

STEAMERS PASSED SUEZ CANAL.

April 21, *Meinam, Ningchow, Indrades.*
April 28, *Ambria, Den of Airlie.*
May 1, *Den of Ogil, Malta, Segovia, Phemius, Rhesus, Emden.*
May 5, *Benclench, Ceylon, Kouangsi, Scandia, Africa, Siam, Tokushima Maru.*
May 8, *Goeben, Kitano Maru, Nera, Peleus, Sachsen, Titan, Valentia, Patricia, Baron Jedburgh.*
May 12, *Rendrup, Koerber, Khiva, St. Patrick, St. Kilda, Ville de la Ciotat, Tubingen, Laomedan, Teucer, Moravia.*
May 15, *Athol, Helenus, Yangtsze, Atlantique, Preussen.*

ARRIVALS FROM CHINA.

May 15, *Kamo Maru, Gottingen, Taikoku Maru, York.*

STEAMERS EXPECTED.

Mails.

The P. & O. S. N. Co.'s s.s. *Devanha* with the English Mail left Singapore on Saturday, the 16th May, at 11.30 a.m., is due to arrive here on Thursday, the 21st May, at 6 a.m. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 15th ult., and for despatch overland on the 21st ult.

The P. M. S. S. Co.'s s.s. *Manchuria* sailed from Yokohama for Hongkong via Japan ports and Manila on Sunday, the 17th May, at noon. The United States mail has been transferred to the German Lloyd's steamer *Luetzow* which is due to arrive at Hongkong on the 26th May.

The N. D. L. s.s. *Goeben* carrying the German Mails with dates from Berlin of the 29th April, left Colombo on Sunday, the 17th May, a.m., and may be expected here on or about Thursday, the 28th May.

The C. P. R. Co.'s R.M.S. *Empress of Asia* left Vancouver on the 14th May.

The C. P. R. Co.'s R.M.S. *Empress of Japan* left Yokohama between 2 and 4 p.m. on the 9th May.

The N. Y. K. s.s. *Tango Maru* (Australian Line) left Sydney for this port via ports on the 13th May, and is expected here on the 1st June.

The N. Y. K. s.s. *Kitano Maru* (European Line) left London for this port via ports on the 25th April, and is expected here on the 3rd June.

The I. C. S. N. Co., Ltd.'s s.s. *Yatshing* left Calcutta on the 9th May, is due here on the 25th May.

The N. Y. K. s.s. *Sado Maru* (American Line) left Kobe for this port via ports on the 15th May, and is expected here on the 24th May.

The A. O. Line steamer *Changsha* left Sydney on 5th May for Hongkong (via Queensland ports, Darwin, Zamboanga and Manila) and may be expected to arrive here on or about the 28th May.

Latest Advices.

The C. P. R. Co.'s R. M. S. *Empress of India* arrived at Nagasaki at 10.30 a.m. on the 17th May, and left at 5 p.m. on the same day, due to arrive at Shanghai at 6 a.m. on the 19th May.

The C. P. R. Co.'s R.M.S. *Empress of Russia* arrived at Nagasaki at 4.30 p.m. on the 17th May, and left at 3 a.m. on the 18th May, due to arrive at Kobe at 5 a.m. on the 19th May.

The N. D. L. s.s. *Buelow* which left here on Wednesday, the 13th May, arrived at Singapore on Sunday, the 17th May, at 4 p.m.

The E. & A. s.s. *St. Albans* from Sydney arrived at Manila on the 18th May, and sails on the 20th May for this port, and may be expected to arrive here on or about the 23rd May.

The P. S. S. Co.'s s.s. *Zafiro* left Manila on Sunday, the 17th May, and is due here on Wednesday, the 20th May, at daylight.

The P. & O. S. N. Co.'s s.s. *Borneo* left Singapore for this port on the 12th May, at 4.30 p.m., and is due here on the 24th May, at 7 a.m.

The British s.s. *Fernley* left Moji on the 18th May for this port, and is due to arrive here on or about the 23rd May.

Other Vessels.

The N. D. L. freight s.s. *Borkum* left Singapore on Tuesday, the 12th May, at 5 p.m., and may be expected here on or about Tuesday, the 19th May, at 7 a.m.

The Ben Line s.s. *Benlarig* from Leith, Middlesbro' and London, left Singapore for this port on the 14th May, and may be expected to arrive here on or about the 20th May.

The s.s. *City of Norwich* left Singapore on Thursday, the 14th May, and is due here on Wednesday, the 20th May, a.m.

The N. Y. K. s.s. *Colombo Maru* (Bombay Line) left Moji for this port on the 16th May, and is expected here on the 21st May.

The I. C. S. N. Co., Ltd.'s s.s. *Namsang* left Calcutta on the 5th May, is due here on the 21st May.

The Shire Line, Ltd.'s s.s. *Carnarvonshire* left Penang on the 14th May, is due here on the 24th May.

The N. D. L. s.s. *Coblenz* left Sydney on Saturday, the 2nd May, at 3 p.m., and may be expected here on or about Sunday, the 24th May.

The s.s. [illegible] passed the Suez Canal on the [illegible] May for Hongkong [illegible]

PASSENGERS EXPECTED.

Per P. & O. steamer *Marmora,* connecting with the steamer *Devanha* at Colombo. From London April 17.—Due Hongkong about May 21, Miss Smith.

Per P. & O. steamer *Khyber.*—From London April 22.—Due Hongkong about June 2, Mr G. P. Archdeacon.

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 6 a.m.	On date at 2 p.m.
Barometer ...	29.74	29.78	29.76
Temperature	85	82	83
Humidity ...	76	85	85
Direction of Wind	sw	ssw	ssw
Force ...	3	4	3
Weather ...	oq	oqq	oq
Rain ...	—	0.05	—

[illegible]

SHARE LIST.—QUOTATIONS.

MAY 19, 1914.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.	Return on basis of last dividend.
BANKS.					
Hongkong & Shanghai Bank Corp.	120,000	$125	all	$810 sellers; L'don. £82	5¼/o
MARINE INSURANCES.					
Canton Insurance Office Co., Ld.	10,000	$250	$50	$310 ex div.	6o/o
North-China Insurance Co., Ld...	10,000	£15	£5	Tls. 140 sellers	
Union Insurance Society, Ld. ...	12,000	$250	$100	$765 sales & by'rs	5¾o/o
Yangtsze Insurance Assoc., Ld.	12,000	$100	$60	$194 @ or 73	
FIRE INSURANCES.					
China Fire Insurance Co., Ld....	20,000	$100	$20	$143 sales & by'rs	6⅝o/o
Hongkong Fire Insur. Co., Ld.	8,000	$250	$50	$368½ buyers	7⅝o/o
DOCKS, ETC.					
H'kong & W'poa Dock Co., Ld.	50,000	$50	all	$61 sales & by'rs	o/o
New Amoy Dock Co., Ld.	13,997	$6	all	$8¼	7⅜o/o
Shanghai Dock & Eng. Co., Ld.	55,780	Tls. 100	all	Tls. 61	
STEAMBOATS, TUGS, ETC.					
China and Manila S.S. Co., Ld.	30,000	$25	all	$8½	
Douglas Steamship Co., Limited	20,000	$50	all	$31 sellers	5 o/o
H.K., C. & M. S. B. Co., Ld....	60,000	$15	all	$27	7⅜o/o
Indo-China S. N. Co., Ld.....	60,000; 60,000	£5	all	$67½; L'don. £7.10/-	
Star Ferry Company, Ld.	40,000	$10	all	$48 sellers	[illegible]o/o
Shell Trans. & Trad. Co., Ld.	2,000,000	£1	all	103/- buyers	[illegible]o/o
REFINERIES.					
China Sugar Company, Limited	20,000	$100	all	$50 sales	o/o
Luzon Sugar Company, Limited	7,000	$100	all	$38	
WHARVES.					
H.K. & K. Wharf & Godown Co.	60,000	$50	all	$81	o/o
Shanghai & Hongkew Wharf Co.	56,000	Tls. 100	all	Tls. 94 sellers	
LANDS AND BUILDINGS.					
Hongkong Land Investment & Agency Company, Limited...	60,000	$100	all	$112 sales & by'rs	6¼o/o
Hongkong Land Reclamation Co. Ld.	25,000	$100	$75	$200	
S'hai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 92 buyers	
Kowloon Land & Building Co....	6,000	$50	$30	$44	7 o/o
Humphreys Estate & Finance Co.	150,000	$10	all	$7½ sales	5⅜o/o
West Point Building Co., Ld. ...	12,500	$50	all	$72½ by'rs	5⅜o/o
TRAMWAYS.					
The Peak Tramways Co., Ld.	25,000	$10	all	$10½ sales	7⅞o/o
	[illegible],000	$10	$1	93 cts. sellers	
MINING.					
Chinese Engin. Mining Co., Ld.	1,000,000	£1	all	38/- sellers	
Tronoh Mines, Limited	100,000	1	all	31/6	
Heawood Tin & Rub. Estate, Ld.	£32,000	2/-	all	2/6	
Raub Aus. Gold Mining Co., Ld.	200,000	£1	all	$3 sellers	
HOTELS, ETC.					
Hongkong Hotel Company, Ld.	20,000	$50	all	$123½	5 o/o
Manila Metropole Hotel, Ld. ...	15,000	Pes. 26	all	P8¼ sellers	
[illegible]					
A. S. Watson & Co., Limited ...	60,000	$20	all	$8 sales	
LIGHTING.					
Hongkong Electric Co., Limited	36,000	$[illegible]	all	$42 sales & sellers	4 o/o
MISCELLANEOUS.					
Green Island Cement Co., Ld. ...	400,000	$10	all	$6.15 sales	
Union Waterboat Co., Limited ...	30,000	$10	all	$20 sellers	5¼o/o
Hongkong Dairy Farm Co.	40,000	$7½	$6	$37½ buyers	6 o/o
Hongkong Ice Company, Limited	[illegible],000	$25	all	$190 by'rs	5¼o/o
H.K. Rope Manufactory Co., Ld.	60,000	$10	all	$22½ by'rs	9¼o/o
H.K. & S. C. S. Fisheries Co., Ld.	15,000	$5	all	$2	
H'kong Cotton Spinning Co., Ld.	125,000	$10	all	$8 sellers	
Ewo Cotton Spinning and Weaving Co., Limited	[illegible]	Tls. 50	all	Tls. 123 sellers	
[illegible]	[illegible]	[illegible]	all	Tls. 47 by'rs	
China Provident, Loan, Mortgage Co., Limited	300,000	$10	all	$8½ sellers	7⅜o/o
China Borneo Company, Limited	[illegible]	$12	all	$12	8⅜o/o
Wm. Powell, Limited	15,000	$7	all	$8½	4 o/o
South China Morning Post	6,000	$25	all	$20	
China Light & Power Company	40,000; [illegible]	$5; $1	all; all	$4.10 sellers	
Steam Laundry Co., Limited ...	30,000	$5	all	$4.60 by'rs	
Societe des Salines et Fonciere [illegible]	12,[illegible]	$[illegible]	all	$20, sellers	
H'kong Steel Foundry Co., Ld.	15,000	$[illegible]	all	$10	
Hongkong Tramway Co., Ld. ...	325,000	5/-	all	8/-	
[illegible]					
[illegible] Co., Limited	[illegible]	[illegible]	all	[illegible]	

Loan.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. [illegible]	Tls. [illegible]	[illegible]	[illegible]

[illegible]